The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1298. 日十二月七年五十二緒光 FRIDAY, AUGUST 25, 1899. 五拜禮 號五廿月八英港香

THIRTY DOLLARS PER ANNUM

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL (SUBSCRIBED AND PAID-UP)..... Yen 12,000,000
RESERVE FUND ..... " 7,300,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.

Hongkong, 1st August, 1899. [382

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP..... £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [31

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..... $10,000,000
RESERVE FUND $11,000,000
RESERVE LIABILITY OF PROP'TORS. $10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.,

A. Haupt, Esq.	A. J. Raymond, Esq.
R. H. Hill, Esq.	P. Sachse, Esq.
The Hon. J. J. Keswick.	E. Shellim, Esq.
A. McConachie, Esq.	R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED;
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 19th August, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

	Shanghai Taels.
SUBSCRIBED CAPITAL	5,000,000
PAID-UP CAPITAL	2,500,000

Head Office:—SHANGHAI.

Branches and Agencies,

CANTON.	HANKOW.
CHEFOO.	PEKING.
CHINKIANG.	SWATOW.
FOOCHOW.	TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months.
4% " " 6 "
5% " " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital..... £1,000,000
Paid up Capital ..... £ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Rit Shan, Esq.
Chow Tung Shang, Esq. | Kwan Ho Chuen, Esq.
D. Gillies, Esq. | J. T. Lauts, Esq.
Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 30th May, 1899. [8

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(:o:)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	*Valetta*	J. F. Jephson	About 1st Sept.	Freight or Passage.
LONDON, &c.	*Chusan*†	E. Street	Noon, 2nd Sept.	Freight or Passage.
JAPAN	*Rohilla**	S. de B. Lockyer, R.N.R.	4 P.M., 2nd Sept.	Freight or Passage.
LONDON	*Formosa*	A. G. Cubitt, R.N.R.	About 7th Sept.	Freight or Passage.
JAPAN	*Candia**	W. H. Haughton, R.N.R.	About 13th Sept.	Freight only.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 19th August, 1899. [5

HONGKONG HOTEL.

BOARD AND RESIDENCE.

On Monthly Terms from 1st May, 1899.

AQUARIUS.

"A PERFECT TABLE WATER."

Telephone 75.

		Allowance for the Empties when return to our Godowns.	Net Price.
Per 1 Dozen Quarts	$2.50	$1.00	$1.50
Per 1 Dozen Pints	1.75	0.75	1.00

"There is no teaching in all the wide world of hygiene so valuable as the "inculcation of the idea that typhoid fever is a water-borne disease. Excluding a not common liability to the air-diffusion of its germs, we acquire this "ailment undoubtedly from water directly, or from milk which has been "fouled by polluted water. Pure water means practically the abolition of "both typhoid fever and cholera. Our safety abroad is to drink a pure "Mineral Water only."—(Dr. Andrew Wilson in the "Illus. London News.")

CALDBECK, MACGREGOR & CO.,
15, Queen's Road. *GENERAL MANAGERS.*
Hongkong, 8th July, 1899. [15

CLUB WHISKY
IS THE BEST.

$12.00 ... ... PER DOZEN.

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1899. [20

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36

LADIES,
We can always well supply your every need from day to day.
If you doubt it, come and try at
"WHITELEY'S OF THE FAR CATHAY."
Ex. "FORMOSA".
New Millinery, &c., Latest Novelties in Ladies Apparel.

W. POWELL & Co.,
Immed. Opposite P. O., 1st floor.
Hongkong, 29th July, 1899. [27

Intimations.

Again We Press Forward to Greater Achievements, to Mightier Efforts. We Will Inaugurate the Monumental Master-Stroke of Our Career.

WATKINS, LIMITED,

challenge the world to produce any equal or parallel to the splendid and inspiring values now offered, gathered by master minds through the gigantic power of SPOT CASH—demoralizing and scattering to the four winds the last hope of the so-called cutters, creating unspeakable agony in the minds of competitors and unspeakable delight to the thousands of our customers who, through our existence, are saving thousands of dollars each and every year. Figures will not lie and facts are indisputable.

We Have the Power and the Will, the Capital and the Energy, to Offer Goods at Prices Which We Defy and Dare any Competition to Match.

We fearlessly throw down the gauntlet to any competition to meet this wonderful array of bargains and defiantly raise our flag on high upon which is written in bold and commanding manner the sentence.

"WE CHALLENGE ALL COMPETITION." [14

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

(:o:)

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
SUPERINTENDENT.....THOS. SKINNER
27] DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.
Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street.
Hongkong, 4th January, 1899. [28

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.
12th October, 1898. [1242

THE PUNJOM MINING COMPANY, LIMITED.

IN Accordance with Articles No. 26 and 27 of the Articles of Association of the Company, NOTICE is hereby given that the FOLLOWING SHARES will be liable to be FORFEITED, unless the CALL due on the **17th day of April last**, be PAID, together with INTEREST at 10 per Cent per Annum, at the OFFICE of the Company, No. 9, Praya Central, on or before the 1st day of September, 1899.
The following are the distinguishing Numbers of the ORDINARY SHARES:—

57477/57501	55891/55940
11961/11985	31369/34391
59166/59190	36213/36224
16245/16269	23011/23035
58142/58152	42141/42165
28562/28573	45528
29667/29681	56139/56188
29682/29688	46070/46119
29782/29791	45611/45635
32044/32045	47301/47310
25644/25668	47840/47889
59466/59515	47890/47939
	49705/49729

W. H. GASKELL,
Acting Secretary.
Hongkong, 17th August, 1899. [1045a

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN Accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have This Day Declared an INTERIM DIVIDEND of 2 Per Cent, for the Half-year ending 30th June, 1899, on the Paid-Up-Capital of the Company.
DIVIDEND WARRANTS PAYABLE on SATURDAY, the 2nd September, will be issued to SHAREHOLDERS.
The TRANSFER BOOKS of the Company will be CLOSED from 24th instant to 2nd prox., both day inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 17th August, 1899. [1047a

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an Ex-SCHOOLMASTER.
Terms moderate, for Particulars apply "Z," c/o This Office.
Hongkong, 18th August, 1899. [1048a

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong Electric Company, Limited, will be held at the COMPANY'S OFFICES, Queen's Buildings, Victoria, in the Colony of Hongkong, TO-MORROW, the 26th day of August, 1899, at 12 o'clock NOON, when the SUBJOINED RESOLUTION will be proposed.
Should the Resolution be passed by the required majority, it will be submitted for confirmation as a SPECIAL RESOLUTION to a SECOND EXTRA-ORDINARY MEETING which will be subsequently convened.

1.—That the Capital of the Company be increased to the Sum of $600,000 by the issue of 30,000 New Shares of $10 each which shall be considered part of the Original Capital and be subject to the provisions in the Articles of Association contained with reference to CALLS; transfer, transmission, lieu, surrender, cooling power and otherwise and that the Directors be authorized to issue such New Shares at par.

2.—That the said New Shares be offered to the persons who on the 16th day of September, 1899, shall be the Registered Members of the Existing Shares in the proportion of a New Share for each Existing Share held by them.

By Order of the Board,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 25th August, 1899. [1018a

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share and BONUS of 12% per Share for the six months ending 30th June, 1899, declared at Monday's Ordinary Half Yearly Meeting, will be PAYABLE at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 22nd August, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, Queen's Building, Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 21st August, 1899. [1050a

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send a STATEMENT of BUSINESS contributed during the Half Year ended 30th June, 1899, on or before the 15th September, on which Date the ACCOUNTS will be CLOSED.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 24th August, 1899. [1077a

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 30th June last, at the Rate of ONE POUND and TEN SHILLINGS STG. per Share of $125 is PAYABLE on and after MONDAY, the 21st August, CURRENT at the OFFICES of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 19th August, 1899. [1053a

Auction.

GOVERNMENT NOTIFICATION. No. 453.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 28th day of August, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 12th August, 1899. [1057a

Particulars of the letting by Public Auction Sale, to be held on Monday, the 28th day of August, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Kowloon Point, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon Inland Lot No. 9099.	Kowloon Point (back of Wharf and Godown Co.'s Premises).	50	50	120	170	6,000	70	6,180

Entertainment.

AL FRESCO PERFORMANCE
OF
"AS YOU LIKE IT"
on the
VOLUNTEER PARADE GROUND
in a
Real Forest of Arden,
on
TUESDAY NIGHT, the 29th August, 1899.

JANET WALDORF as ROSALINA.
NORVAL McGREGOR as ORLANDO.

Assisted by
Ada Dow Currier, Virginia Cranna
and
Prominent Members
of
A. D. C.

SEAT Plan now at Messrs. ROBINSON'S PIANO CO.

PRICES ..... $1, $2 & $3

Hongkong, 24th August, 1899. [1058a

To-day's Advertisements.

KONG RIFLE ASSOCIATION.

EARSON CUP AND SPOONS.

O-MORROW (SATURDAY), the 26th instant, at 4 P.M.

Ranges.—200, 500 and 600 yards.

Weather permitting.

MOWBRAY S. NORTHCOTE,
Hon. Sec.

Hongkong, 25th August, 1899. [35

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be held at the VOLUNTEER HEAD QUARTERS, TO-MORROW, the 26th August, 1899, at 9 P.M.

Admission $1, Members of Corps and Soldier and Sailors in uniform, 25 cents.

TICKETS can be obtained at Volunteer Head Quarters or on Night of Performance at the Gates.

Refreshments will be provided on Payment.

Hongkong, 25th August, 1899. [1082a

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED.
ON
MONDAY, the 28th August, 1899,
at 11 A.M.,
At Kowloon Docks Premises.

ASBESTOS METALLIC PACKING and ASBESTOS, PARAGON, GARLOCK and TUCKS PACKING, OLD MANILA ROPE, ARMOURED, PLAIN and COTTON HOSES, BALL LAMP COTTON, LAMP WICKS, GRINDSTONES and a Large Quantity of OAKUM weighing about 14,514 lbs, &c., &c., &c.

A Steam Launch will leave Peddar's Wharf at 10.30 A.M. to convey intending Purchasers.

TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 25th August, 1899. [1084a

PUBLIC AUCTION.

THE Undersigned have received instructions from the Captain Superintendent of Police to Sell by
PUBLIC AUCTION,
ON
TUESDAY, the 29th August, 1899, at 11 A.M.,
At CENTRAL POLICE STATION.
(Instead of as previously advertised).

A LARGE QUANTITY OF
SURPLUS STORES.
ALSO
224 MAUSER RIFLES, 14 MUSSLE LOADING RIFLES, 344 REVOLVERS, RIFLE and REVOLVER AMMUNITION, SWORDS, LEAD, COPPER, IRON, SUGAR, RICE, &c., &c.

TERMS:—As Usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 25th August, 1899. [1067a

AL FRESCO PERFORMANCE
OF
"AS YOU LIKE IT"
on the
VOLUNTEER PARADE GROUND
in a
Real Forest of Arden,
on
TUESDAY NIGHT, the 29th August, 1899.

JANET WALDORF as ROSALINA.
NORVAL MCGREGOR as ORLANDO.

Assisted by
Ada Dow Currier, Virginia Cranna
and
Prominent Members
of
A. D. C.

SEAT Plan now at Messrs. ROBINSON PIANO CO.

PRICES.....$1, $2 & $3

The Grounds will be Brilliantly Illuminated by Acetylen Gas.—Eastern Acetylen Lighting Syndicate.

Hongkong, 25th August, 1899. [1080a

NOTICE.

THIRD GYMKHANA is POSTPONED until SATURDAY, the 2nd September, on account of the Weather.

Hongkong, 25th August, 1899. [1083a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"FORMOSA,"
Captain Douglas, will be despatched for the above Ports, TO-MORROW, the 26th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 25th August, 1899. [1081a

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Steamship
"TAI LEE,"
Captain ..... will be despatched for the above Port, on MONDAY, the 28th instant, at 5 P.M.,

This Steamer has Accommodation for Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 25th August, 1899. [1070a

NOTICES TO CORRESPONDENTS.

IT is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Manager, *Hongkong Telegraph*," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

	Per Case 1 doz.
A.—THORNE'S BLEND, White Capsule	$10.80
B.—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C.—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with name and Trade Mark	12.00
D.—WATSON'S H.K.D., BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & Co., Limited.
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 25, 1899.

REUTER'S TELEGRAMS.

THE TRANSVAAL DIFFICULTY.

LONDON, August 23rd.

Despatches from Pretoria state that President Kruger's definitive reply has not yet been sent but only a tentative summary of the Transvaal's new proposals, which are a five years' franchise, a one-fifth representation on the First Volksraad, and an understanding that there shall be no further interference in the internal affairs of the republic.

The Militia Infantry and Artillery in Jamaica have volunteered for service in the Transvaal.

CRICKET.

Australia has beaten Middlesex by an innings and 230 runs.

WEATHER REPORT.

The Observatory report says:—

On the 25th at 11.50 a.m. The barometer has risen, and is near the normal on the China coast and over the Philippines. Pressure is lowest in Tongking, highest over the Pacific to the S. of Japan. Gradients slight, mainly for E. winds, on the China coast. FORECAST:—Moderate S.E. to E. winds; showery.

LOCAL AND GENERAL.

FOUR sampan owners were fined $2 apiece for refusing to carry passengers in the harbour, without reasonable excuse.

WE would call the attention of our readers to the promenade concert to be held at the Volunteer Parade Ground, full particulars of which will be found in our advertising coloumns.

WE understand that, on the completion of the summer cruise, H.M.S. *Undaunted* will proceed to Manila to relieve H.M.S. *Endymion*, at present senior officer's ship in Philippine waters.

THE Manager of the Joint Telegraph Cos. informs us that telegraphic communication was re-established last evening with Foochow, and thence with Amoy by the Chinese landline. Telegrams exchanged with Amoy are subject to some delay.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow, (Saturday) evening, from 8 p.m. to 9.30 p.m.:—

PROGRAMME.

March	"Queen's Guard"	William.
Overture	"Juanita"	Warwick.
Valse	"Dorothy"	Bucalossi.
Selection	"Telephone Girl"	Glover.
Intermezzo	"On the road to Moscow"	Leitz.
Polka	"Ireta"	Jones.

God save the Queen.

THIS afternoon, at the Magistracy, an enquiry was held concerning the death of a Chinaman named Chang Chak. Evidence was taken showing that Yum Sing was working at the Kowloon Docks, Hung Hom, rivetting the side-plates of a steamer in dock, when the head of his hammer flew off and hit deceased in the abdomen, bursting his spleen; death was instantaneous. As no fault could be ascribed to any one, His Honour brought in a verdict of "accidental death."

LAST night two more bodies were recovered from the debris of the house that collapsed in Graham Street, as reported in our last night's issue, bringing the casualties to three severely, four slightly injured, and three killed. The date of the inquiry has not yet been definitely fixed.

YEUK WA was this morning committed to take his trial at the next Criminal Sessions charged with stealing one leatherware savings bank, containing $20, the property of Yeung Hung Fuk, and with burglariously entering complainant's dwelling house No. 50 Cochrane St. in the night time and stealing money, clothing and jewellery valued at $40, on the 10th inst., in this Colony.

THE despatches, etc., relating to the extension of the Colony, and which were laid on the table at yesterday's Council meeting, have been published in the form of a Blue Book of sixty-nine pages. A sketch of the flag captured by the Hongkong Regiment, on 15th April, at Taipohu, is given, while another sketch shows the flag of submission subsequently hoisted by the various villages, which bears an inscription reading, "Submissive and Loyal People residing within British Territory."

Two Japanese youths have just completed the feat of swimming from Tokyo to Yokohama. Their names are Oka Tomokichi, and Yamamoto Hikokichi, their ages 18 and 20 respectively. Each tied upon his head four eggs and two pieces of dried bonito to serve for food, and they set out from Kaigunbashi at 6 a.m. on the 8th inst. The current in the neighbourhood of Haneda gave them a great deal of trouble and swept them near the shore, and their attempt to eat their provisions, in the sea off Kawasaki, was a failure, as they dropped the eggs in the water. They obtained some rice, however, from a fisherman and pushed on to Yokohama, reaching that place at 3.40 p.m. Apparently they were not accompanied by a boat; for we (*Japan Mail*) read that a friend had carried their clothes to Yokohama and was waiting for them on the shore. The distance covered must have been over 20 miles.

H.E. THE GOVERNOR ON THE HINTERLAND DISTURBANCES.

The following is Sir Henry Black's despatch to Mr. Chamberlain in connection with the Hinterland disturbances. We shall publish further extracts from the Blue Book in subsequent issues.

No. 107.

Government House,
Hongkong, 28th April 1899.

Sir,—The late unfortunate disturbances in the leased area render it expedient that I should place you in possession of all the facts bearing upon the present situation.

2. It will be remembered that there has been considerable delay in arranging for the delimitation of the Northern Boundary. In August last year the entire district was visited by Mr. Stewart Lockhart whose able report has been considered by you. Immediately after his arrival from England on the 3rd February, I entered upon the consideration of the details of administration of the New Territory, while the question of the boundary was being discussed between Her Majesty's and the Chinese Governments. All the details of the additional establishments, number and location of police, necessary public works, &c. were determined by the time when the boundary was fixed on behalf of the two Governments by Deputy Wang and Mr. Stewart Lockhart on the 14th March.

3. On the 24th March Mr. May, the Captain Superintendent of Police, proceeded to Tái pó Hü and selected a site for a station. On the 31st March he again visited the place and found the framework of a matshed erected by the contractor, who had, however, ceased to work as he was ordered to desist by the villagers. I may observe that matsheds are temporary structures of bamboo poles, rafters, and floors with sides and roof of palm leaves. They are put up without nails and very rapidly and are strong and watertight.

4. On being appealed to by the village to remove the matshed as it position would interfere with their "*Fung Shui*" or good luck, he declined to do so or consider the matter until they permitted the workmen to proceed, so work was resumed. On the next day he returned, and in deference to the objections of the villagers he asked them to point out another site, which they did, on which he ordered the frame to be taken down and removed to the new site. As soon as the workmen had well begun on the new shed they were resisted, upon which a message was sent to the Colonial Secretary, Mr. Stewart Lockhart.

5. On that day Mr. Stewart Lockhart came to me bringing with him an inflammatory placard that was, according to the information given to him, being posted in the villages of the leased area. A copy of this placard was transmitted with my despatch No. 82 of 1st instant. At the same time the information was given to me that the workmen erecting the matsheds were stopped by threats. Mr. Stewart Lockhart, who has a long experience in China, said that the consequences of the issue of this placard and the stoppage of the work of erecting the matshed would be very serious. He suggested that I should send him to Canton to see the Viceroy, as not a moment should be lost. I concluded that if it was necessary to see the Viceroy I had better see him myself. I telegraphed to the Consul at Canton that I desired to see the Viceroy next day, and next morning started from here at 5 a.m., taking Mr. Stewart Lockhart with me. Up to that time, although apparently everything was friendly in the New Territory, we were only on sufferance in erecting matsheds, and it became evident that if the Viceroy would not accept responsibility for their protection I must either defer any preparation for the accommodation of the police, or apply for authority to take over possession without further delay.

6. I have reported the circumstances of my visit to the Viceroy in my despatched No. 87 of 7th instant. He accepted all the responsibility for the protection of the matsheds which involved his permission to erect them, and in accordance with his promise, telegraphed at once to the Colonel stationed at Kowloon to prepare for 300 men who were to proceed to any portion of the leased area desired by this Government, so as to afford protection to the matsheds being erected, and also to surveying parties, and generally to preserve order. These soldiers were sent down within three days, and the places to which we visited them to be sent were indicated by the Colonial Secretary. The Viceroy also issued a proclamation to be posted in various villages calling upon the people to be of good behaviour, declaring that the [illegible] Emperor [illegible]

the hoisting of the flag, the entire Force was again attacked, but the firing was from such a distance that no casualties occurred, and when the troops proceeded to attack in turn the Chinese dispersed. General Gascoigne returned on Sunday afternoon and reported that he apprehended no serious difficulty.

16. On Monday, Tuesday, and Wednesday the troops were moving to the westward to search some village in which it was reported that nine men were imprisoned who had come in from P'ing Shán district to Hongkong, on the 12th instant to present a petition to me praying for clemency on account of the first burning of the matsheds. On each day they were attacked. On Tuesday, the attacking Force consisted of 2,600 men who, in the neighbourhood of Kam-T'in advanced across the open in excellent skirmishing order against two Companies of the Hongkong Regiment until they were within 300 yards, when they broke and fled. This was the last attack and was repulsed with some loss, which would have been much heavier had not the fire been humanely controlled when the assailants fled. Two guns were taken in Monday's pursuit, and six other guns were found thrown into a deep pond at P'ing Shán.

17. Since then the villagers acknowledge that in their resistance they were hopelessly beaten, and Mr. Stewart Lockhart reports that they are now returning to work. I have instructed him to make every effort to beget confidence and to remove the idea that we have come to change their customs or to confiscate their land.

18. This is a narrative of the events of the 19 days in the New Territory. But there are other facts that have a direct bearing upon the whole matter. It will be remembered that there was a difficulty about the question of the retention of the Customs stations in the leased area, as I pointed out that by the automatic action of the Convention the Chinese Customs officials could not continue to exercise their functions while the leased area remained under British jurisdiction, to which the Viceroy demurred. On the 10th instant, the Viceroy informed the Consul that there was no use in my proceeding to hoist the flag on the 17th instant as he declined to hand it over because the Chinese Customs were not to be allowed to remain within the New Territory. To that despatch, after receiving your approval, I replied that under instructions from Her Majesty's Government I would proceed at 1 p.m. on the 17th to hoist the British flag, and invited His Excellency to name an Official of suitable rank to be present at the ceremony. On the 15th, I was informed that Deputy Wang, who had been the Chinese Commissioner for the delimitation of the boundary, had been sent down by the Viceroy with 300 soldiers to Kowloon. On receipt of the message from Captain Berger, of the Hongkong Regiment, that he was opposed by the Chinese troops with guns, I sent for Deputy Wang, and demanded to know if these men were Chinese troops. He said "No," adding that the Viceroy had sent him down to see that 300 men should be placed in the New Territory to "protect it" until I took it over. I told him that I had determined to hoist the flag next morning and that all Chinese soldiers and officials must leave the leased area. On the 17th, the Commissioner of Imperial Customs conveyed to me that Deputy Wang wished to see me, and shortly after he waited upon me accompanied by Mr. Hillier, the Chinese Commissioner of Customs. Deputy Wang was anxious to discuss the Customs question about which he had evidently been sent down, but I declined to enter upon the subject. I told him that I could not permit Chinese troops to remain in the Territory and at Kowloon, and could not understand why the Viceroy should have considered it necessary to send to Kowloon an additional force of 300 men two days before the date on which I announced that the New Territory would be taken over. He pressed the question for some time and in the course of his remarks said something which the Chinese Customs Commissioner did not translate saying it was mere folly, but Mr. Mansfield, Her Majesty's Consul at Canton who was present, at once interpreted it as a statement that soldiers had been sent down to protect the Customs. I told him that it was necessary that these men should be withdrawn; he promised to telegraph to the Viceroy, and, if no answer was returned, to go to Canton himself, although from the known state of the Viceroy's feelings he had little hope of obtaining the necessary authority to move. I made it clear that it would be necessary for the soldiers to withdraw whatever the state of the Viceroy's feelings. Deputy Wang stated that there were several parties of soldiers stationed all through the Territory which he would order to come to Kowloon. I said that those should be ordered to retire to Sham Chun rather than to Kowloon to reach which place they would be obliged to march across the Territory and over the hills.

19. I have stated that my proclamation was posted in different parts of the leased area on and after the 7th instant. In the absence of Mr. Stewart Lockhart, who is in the New Territory, I cannot say what arrangement was made for posting it, but I presume that some native of the district was employed to post them in the usual manner. On the 20th instant, I received a petition from a wife of a man named Cheung-Tsoi who was, it appears, employed to post those notices. He had posted, or distributed some, for evidence since forthcoming shows that when the leaders were declaring for resistance they said that this man must be killed if he returned to his village from Hongkong, where he then was, with any more proclamations. The evidence goes to show that early on the morning of the 18th he left Hongkong for Castle Peak Bay *en route* for his village of Ha-Ts'un. At the time a large number of the people, who had been called to arms, were assembled at Castle Peak Bay. It is not clear if the man carried any of my proclamations with him, but he was seized at Castle Peak Bay and sent as a prisoner to his village where he was confined in the meeting-house. After the defeat at Kam-T'in the leader, whose name is known, with others, came to Ha-Ts'un, beat the man, and then shot him; put the body in a pig basket and flung it into the river. The body was subsequently found with a chain tightly fastened round the neck, and several shot wounds. Apart from the attack upon the troops this is the only outrage that has taken place during the week after the 15th instant.

20. In searching this meeting-house Mr. Stewart Lockhart has discovered several letters, which show the course of events previous to the outbreak of violence. And he has further obtained the statements of two of the leaders in the movement, who have submitted and expressed contrition. The statements and the letters show a state of clan feeling and power of combination not unlike that of the Scottish highlands two centuries ago, and it is evident that there was no secrecy whatever in the clan meetings and public discussions on the question of resistance. Nor there was any secrecy in the manner in which help was asked for and given by affiliated [illegible] turbulent district north of this border. They could not have come down as they did in such numbers without the knowledge of the Viceroy's officials at Sham Chun, where they had to cross the river by a ferry. Nor could the [illegible] preparations have been made [illegible] which the Viceroy [illegible]

emplacement for guns and the entrenchments at Tai-po Hü were never made by peasants without some direction from a person having military training of some sort.

21. Two of the letters found in the meeting-house mention Major Fong, who was one of the Viceroy's officers, in charge of the Forces for the "preservation of order." One letter would appear to show that the Viceroy wished to warn the people, but the other contains the significant hint that Major Fong "will not in any way use force, but will freely allow all the villages to carry out their own settled plans."

22. During the entire proceedings I have been careful to treat the Viceroy and his authorities with a scrupulous regard for international obligations. The result has shown an utter disregard of the responsibility assumed by the Viceroy of Canton, and a serious loss of life; for it is idle to ignore the fact that the assailants have suffered serious losses in their four days' hopeless contest against disciplined Forces. Nor can I look upon such needless loss of life with equanimity. The statements of Ng Ki Chung and Tang Kok Lam and the letters found in the meeting-house show that those people possess some of the qualities that make good subjects, and, foolish as their opposition may have been, with the exception of the murder of Cheung Tsoi after the fight at Kam-T'in, their action displayed no moral turpitude. With Her Majesty's Government rests the decision whether any, or what, notice, shall be taken of violated promises involving grave loss of life, serious expense, and inevitable feelings of acerbity on the part of the people of the New Territory, with whom it was my most earnest desire to establish relations of friendship and confidence from the moment of my assumption of the Government.

23. I attach the documents mentioned in the enclosed list relating to the subject of this despatch.

24. I venture to hope that you will convey to the Naval and Military Authorities my warm acknowledgments of the cordial co-operation of Major-General Gascoigne and Commodore Powell but for whose instant and effective action matters might have been much more serious; Lieutenant-Colonel The O'Gorman, Deputy Assistant Adjutant General, Captain Long, Deputy Assistant Adjutant General, and Captain Berger have had arduous duties which have been cheerfully and readily performed and Lieutenant Goodenough, R.N., Lieutenant Keyes, R.N. and Lieutenant Kelly, R.N. have performed the duties entrusted to them with conspicuous zeal. The active and judicious assistance of the *Fame* on the evening of the 15th bore a large share in the repulse of the attacking Chinese.

I have honour to be, Sir,
Your most obedient, humble servant,
HENRY A. BLAKE,
Governor, &c.

The Right Honourable Joseph Chamberlain, M.P., &c., &c., &c.

HONGKONG LEGISLATIVE COUNCIL.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held after the Council meeting, yesterday, the Colonial Secretary presiding.

FURNITURE FOR "THE CLIFFS."

The Chairman—The first minute I have to bring before the Council is one in which the Governor recommends the Council to vote a sum of $1,500 to meet the expenses of furniture, &c., at "The Cliffs."

The vote was agreed to.

EXPENDITURE IN THE NEW TERRITORY, ON BEACONSFIELD, ETC.

The Chairman—The next vote is one in which the Governor recommends the Council to vote a sum of $170,000 in aid of the following votes:—New Territory, $100,000; Plague 20,000; Miscellaneous Services (Other), $40,000; Printing, $10,000; Total, $170,000.

The Hon. T. H. Whitehead—Before you proceed with this vote I should like to know how much of this $100,000, has already been expended?

The Chairman—About $60,000. It is proposed of course, later on to lay full details on the table, and estimates of future expenses will also be given. Up to the 21st July about $60,000 of the amount had been expended.

The Hon. T. H. Whitehead—Can you tell us how much has been spent on the new road?

The Chairman—I do not think I have got the figures by me, but all the information can be laid on the Council table before the vote comes before the full Council, if honourable members desire it.

The Hon. C. P. Chater—I think we might have a detailed account of what has been expended and what is to be expended to make up the $100,000.

The Chairman—Certainly.

The Hon. T. H. Whitehead—In view of regulation 348, why was the matter not submitted to the Public Works Committee or to the Council as has hitherto been the custom in connection with all new works?

The Chairman—The work was considered to be one of emergency, and to save time it was commenced at once.

The Hon. T. H. Whitehead—Does that expenditure of $100,000 include any expenses incurred by the naval and military authorities in quelling the opposition by the Chinese to the taking possession of the New Territory?

The Chairman—It includes the expenses incurred in regard to the New Territory.

The Hon. T. H. Whitehead—But the military expenditure, has the Colony been called upon to pay that?

The Chairman—No [illegible]

The Hon. T. H. Whitehead—Then in the statement you have offered to place before the Council you would include the expense caused to the Colonial Government by and in consequence of the armed opposition by the Chinese to the British occupation—all the extra expenditure incurred.

The Chairman—Do you mean ships [illegible] and so on?

The Hon. T. H. Whitehead—Has any expense been caused to the Government by the armed opposition of the Chinese?

The Chairman—Not beyond the burning down of the matsheds—

The Hon. T. H. Whitehead—Will that sum cover all the expenses?

The Chairman—The statement which will be laid on the table will give details of the expenditure. It may mention that the $100,000 is simply a vote on account of expenses already incurred and which will be incurred during the present financial year, but the details of the [illegible] that [illegible]

The Hon. T. H. Whitehead—[What] extra allowances have been recommended to be granted to any of the Government employees for their services in the New Territory on account of their special tact in dealing with Chinese and their special knowledge of the Chinese language? Has any of this $100,000 been spent in connection with it?

The Chairman—So far as I am aware no special allowance has been granted to any one for special tact in dealing with Chinese and special knowledge of the Chinese language, but an allowance of 25 per cent. on their pay is granted to officers serving over there. The expenditure on that account will be furnished in the statement.

The Hon. T. H. Whitehead—There is another item in the vote, "Miscellaneous services (other) $40,000." Can you give us any explanation.

The Chairman—This is chiefly made up of two items. One is money the Government had to pay for the repair of "Beaconsfield" and the other is money we had to pay in consequence of the slaughter of certain animals, the latter being carried out by the Sanitary Board. In round figures there was about $20,000 to pay in either case.

The Hon. T. H. Whitehead—I am opposed to this vote on account of the expense in connection with "Beaconsfield."

The Chairman—Then you oppose that item, I understand?

The Hon. T. H. Whitehead—I oppose that item.

The Chairman—Is there any other item you wish to ask about?

The Hon. T. H. Whitehead—The details of the item $20,000 on account of plague will be given?

The Chairman—If it is desired.

The Hon. T. H. Whitehead—Not full details; a general statement.

The Chairman—A general statement can be drawn up without much difficulty.

The Hon. C. P. Chater—With regard to the item of $40,000, I think hon. members would like some further information. How came it that the Government had to pay some $20,000 on account of "Beaconsfield," and why was it paid over without information being given to honourable members?

The Chairman—The Government did not consider themselves liable for the amount. The case was tried in the Supreme Court, as is no doubt known to all honourable members present, and the Government had to pay the money because the case went against them.

The Hon. T. H. Whitehead—But before the Government went into the Supreme Court, was there any offer of any compromise in any shape or form which would have involved the ratepayers in a less serious loss?

The Chairman—The Government in taking the matter into court did so because they thought they were not justified in paying the amount claimed. They thought they were acting in the best interests of the ratepayers in taking the matter into court, but they lost the case and their surmise did not prove correct.

The Hon. T. H. Whitehead—Might not the unofficial members have been consulted before rejecting any reasonable compromise if one was offered?

The Chairman—I am not aware of any compromise being offered. As I said, the Government thought they were acting in the best interests of the ratepayers.

The Hon. C. P. Chater—Was that decision against the Government? The claim was made against a Chinaman.

The Chairman—The decision was such that the Government was advised by its legal adviser that it was necessary to pay this money.

The Hon. C. P. Chater—I think in future if information is given to us without our having to find it out it will better. In an expenditure like this of $40,000, if the two items were kept apart it would be much better.

The Chairman—Then in a large amount like this you would like the main heads to be put down? That seems to me to be a reasonable request, and I will see that it is carried out.

The Hon. C. P. Chater—Then with regard to the $100,000, we hear that $60,000 of it has been expended, but we really do not know on what.

The Chairman—I think your request is a very reasonable one, and I shall have satisfaction in seeing that your suggestion is carried out in the future.

The Hon. C. P. Chater—Before you put the vote perhaps the honourable member (Hon. E. R. Belilios) can inform us whether any compromise was offered.

The Hon. E. R. Belilios—Should I answer such a question as that?

The Chairman—I do not think this the place to discuss the question again. It has been decided by a court of law, and I do not think the Finance Committee is the place to enter into the merits of the case. The question which the honourable member was asked is opening up the whole case again.

The Hon. T. H. Whitehead—It is with a view to saving the ratepayers from such a fearful loss in the future. If this matter had been referred to the Public Works Committee in accordance with the regulation——

The Chairman—This expenditure was never contemplated.

The Acting Attorney-General—It is only fair I should inform the Council that a compromise was suggested and that I advised the Government to accept that compromise. (Hear, hear.) The Government would have saved a great deal of this $19,000 which was made up of costs. In consequence of Ahok losing his case he had a claim against the Government, who had to pay not only his costs but those of Mr. Belilios as well. As I have already informed the Council I strongly advised the Government—as strongly as I could—to accept that compromise, but the Government did not do so.

The Chairman—As I have already informed the Committee, the Government in taking this matter into court did so believing that they were acting in the best interests of the ratepayers, notwithstanding any advice given to them.

The Hon. Dr. Ho Kai—I think at that time Mr. Pollock gave his advice as Acting Attorney-General.

The Acting Attorney-General—I advised the Government as strongly as I could.

The Chairman—That is a matter between the Acting Attorney-General and the Government.

The Acting Attorney-General—It was absolutely impossible for anyone to urge the matter more strongly on the Government than I did.

The Hon. T. H. Whitehead—I move the adjournment of this vote for further consideration until further particulars are furnished. I disapprove very strongly of the mode in which this vote of $40,000 has been brought forward and the mode in which particulars have been concealed.

The Chairman—I do not quite understand the honourable gentleman. Any information the honourable gentleman has asked for has been given to him. There has been no attempt to conceal anything. There is absolutely nothing to conceal. As I have said in reply to the request of the honourable gentleman his request that particulars should be given when a large sum is brought forward is a reasonable one and shall be absolutely carried out. We have always [illegible] ward. The Hon. T. H. Whitehead has proposed that this vote should be postponed for further consideration. Does anybody second?

The Hon. Dr. Ho Kai seconded.

On the matter being put to the vote the Hon. T. H. Whitehead's motion was lost, five voting for and six against. The following voted for:—The Hon. Wei A Yuk, the Hon. T. H. Whitehead, the Hon. Dr. Ho Kai, the Hon. C. P. Chater, and the Hon. H. E. Pollock. Those who voted against were the Hon. E. R. Belilios, the Hon. R. D. Ormsby, the Hon. F. H. May, the Hon. W. M. Thomson, the Hon. R. M. Rumsey, and the Hon. J. J. Keswick.

The vote was accordingly passed.

MAINTENANCE OF WATER WORKS.

A vote of $36,000 in aid of the vote "Maintenance of Water Works" was agreed to.

THE NEW TERRITORY AGAIN.

The next vote submitted was one in which the Governor recommended the Council to vote a sum of $38,750 in aid of the following votes:—Passages and Bonuses $5,500, Arms and Ammunition $100, Oil, Wick and Gas for Barracks $1,600, Repairs to Boats and Launches $3,000, Coal, Oil, &c. for Launches $11,800, Conveyance of Police, Prisoners, &c. $3,500, Incidental Expenses $1,500, Clothing and Accoutrements $3,500, Meals for Prisoners in cell $300, Photography $200, Small Stores $100, Ration Allowance $6,000, and Good Conduct Badges $1,650. Total $38,750.

The Hon. H. WHITEHEAD—It is apparently in connection with expenses for the New Territory?

The Chairman—Yes, a good deal in connection with the New Territory.

The vote was passed.

THE POST OFFICE.

A vote of $3,250 in aid of the vote for "Incidental expenses of the Post Office" was agreed to.

THE ELECTRIC LIGHT AT GOVERNMENT HOUSE.

The next minute was one in favour of a vote of $5,645.50 to cover the cost of the installation of the electric light at Government House.

The Hon. T. H. Whitehead suggested that the item seemed a substantial one.

The Chairman—If the honourable member would like to have full particulars—

The Hon. T. H. Whitehead—I have no desire whatever. I suppose in this case they were entirely at the mercy of the Company?

The Chairman—As far as I am aware, only one Company can do the work in Hongkong, and they had to have recourse to its services. As to whether the charges were exorbitant the Director of Public Works will be able to inform you.

The Director of Public Works—This matter came before the Public Works—Committee. Most of the prices are catalogued prices, and as far as we could judge the Electric Company were not sticking it on in any way.

The Chairman—Then the Company does not deserve a bad character.

The Director of Public Works—No.

The vote was passed.

LAUNCHES FOR THE NEW TERRITORY.

A vote of $91,500 to cover the cost of steam launches for the use of the New Territory was agreed to.

This was all the business.

HONGKONG GENERAL CHAMBER OF COMMERCE.

Hongkong General Chamber of Commerce, Hongkong, 25th August, 1899.

To the Editor, Hongkong Telegraph.

Dear Sir,—I am instructed to forward, for publication in your columns, copy of the agreement, dated 28th October, 1893, between Her Majesty's Government and the Eastern Extension, A. &c. Telegraph Co., Ld. in reference to the duplicate cable between Hongkong and Singapore, touching at Labuan.

I am, Dear dear,
Yours faithfully,
R. CHATTERTON WILCOX,
Secretary.

SINGAPORE AND HONGKONG SECOND CABLE, 1893.

Agreement made the 28th day of October 1893, Between The most Honourable the Marquess of Ripon, &c., &c., Secretary of State for the Colonies, of the one part, and The Eastern Extension Australasia and China Telegraph Company, Limited (Hereinafter called the Company), of the other part.

Whereas it is expedient that the existing telegraphic communication with Hongkong should be strengthened by the laying of a second submarine telegraph cable between Singapore and Hongkong without touching at any point not in British territory and connecting Labuan *en route*.

And whereas the Company are prepared to provide, lay and work such a cable forthwith at their own cost on the conditions hereinafter expressed. It is hereby *agreed as follows*:—

Article 1.—The Company will at their own cost, and as promptly as possible, provide and lay a submarine telegraph cable connecting Singapore, Labuan and Hongkong, and will work and maintain the same in good condition (save in cases of *force majeure*) for the term of twenty-five years from the date hereof, and upon the same terms and conditions as the existing cables of the Company, except as far as these terms and conditions are varied by this Agreement in respect of the new cable.

Article 2.—During the term of this Agreement all messages on the service of the Imperial Government or of the Colonial Government of Hongkong, the Straits Settlements, or Labuan, may be sent over any line owned or controlled by the Company at one half the rates paid by the public.

Article 3.—Her Majesty's Government will invite the Colonial Governments of Hongkong, the Straits Settlements and Labuan to provide that the Company's repairing steamers and all cable, cable apparatus, telegraphic instruments and materials which are used solely for the purposes of the Company in laying, repairing or working the new cable, shall, during the term of this agreement be exempt from payment of port and light dues at Hongkong, Singapore and Labuan.

Article 4.—In consideration of the engagements entered into by the Company in this agreement, and of the strict fulfilment thereof, Her Majesty's Government undertakes to secure the Company against competition to the extent following, that is to say:—

Her Majesty's Government will not during the term of the agreement lay, nor grant nor permit to be granted, any concession or authority for laying any new submarine cables connected with Hongkong, Singapore or Labuan (whether in competition with the cables of the Company or not) unless such new cables should, in the opinion of Her Majesty's Government be found necessary in the public interest of Great Britain, Hongkong, the Straits Settlements or Labuan, or in the general interests of international telegraphic communication. Provided always that if it shall be decided that new cables are to be laid the company shall, all things being equal, have the preferential right to the contract or concession for laying the same. Provided that this Article shall not prevent the Great Northern Company from repairing, renewing, or replacing any submarine cable connected with Hongkong and shall not prejudice or affect the existing rights of the company.

Article 5.—Her Majesty's Government shall have the option at any time of cancelling all the foregoing Articles of this Agreement on giving to the company twelve months' previous notice, and on payment to the company of a sum of £300,000, being the estimated cost of laying such second cable.——

Article 6.—Immediately on the payment of the amount provided in the last preceding Article the said second cable shall become the property of Her Majesty's Government, and the agreement shall at once cease and determine.

Article 7.—Nothing in this agreement shall affect the right of Her Majesty's Government to grant to the Government of the Dominion of Canada or of any Colony in Australia permission to lay or cause to be laid a submarine telegraph cable connecting Hongkong with Canada or with Australia, provided such connection with Canada or Australia be completed within five years from the date of this agreement, after which date the exception in this Article mentioned shall become null and void.

Article 8.—This agreement, unless sooner determined under article 5, shall remain in force for the term of twenty-five years from the date hereof.

In witness whereof the said George Frederick Samuel Robinson, Marquess of Ripon, &c, &c, has to one part of this agreement, set his hand and seal, and the Company have to another part of this agreement caused their Common Seal to be officed the day and year above stated.

(Signed) RIPON.

Seal.

UNKNOWN HONGKONG.

(*Continued from 22nd August.*)

The article on the French Convent which appeared in the *Telegraph* on 22nd instant was so lengthy that one or two paragraphs were unavoidably held over, but it is necessary to give publicity to the whole of the matter otherwise a good deal of information would be withheld that will probably interest the general public and tend to remove false impressions that may have been formed.

When an infant is admitted it is brought up in the Roman Catholic faith, the Sisters all being of that persuasion. In the case of young women or girls entrusted to the care of the Rev. Mother there is no compulsion. They can either adopt Roman Catholicism or leave religion severely alone. They attend, with the other children, the morning and evening service in the neat little chapel inside the grounds, in which there are seats for over 400, and if they wish to be instructed the Sisters are, of course, willing to give them the why and wherefor for everything that attracts their attention. If after they have grasped the main truths of the Faith they wish to adopt it in its entirety they are baptised. Some of the children have grown up strong in the Faith, have donned the veil and are now ministering to their less fortunate countrywomen in Hongkong and other parts of the Far East. Many girls in their teens have lived months in the place and have been returned at their own wish either to their parents, guardians, or owners without having adopted any religion. It is erroneous to suppose the main object of the establishment is to make "good Catholics" of all the inmates. That is not so. The Sisters' life work is the salvation of the helpless and needy, and by education and careful instruction in the codes of morality to so improve their minds and purify their hearts that they gladly do whatever their hands find to do with all their might and shudder at the thought of the infamy and shame that might have been their lot. Thus the young women take a pleasure in their work for they know that they are helping themselves to become useful members of society and also contributing to the support and elevation of hundreds of their less fortunate sisters. When fairly educated and thoroughly trained to become useful wives, husbands are found for them among the converts on the mainland of China or in Hongkong, and they are then taken out of the convent, married and settle down in their new homes among their own kith and kin. The influence and example of such women among their less civilised and uneducated countrywomen cannot fail to make for the improvement and elevation of the ignorant masses in China. It may be that it is, as it were, only a drop in the ocean. Yet the seed has been and is still being scattered, and it is bound to bring forth fruit in due season.

"A being breathing thoughtful breath,
A traveller betwixt life and death;
The reason firm, the temperate will,
Endurance, foresight, strength, and skill;
A perfect woman, nobly planned,
To warn, to comfort, and command;
And yet a spirit still, and bright
With something of an angel's light."
Wordsworth's "True Woman."

THE AGED WOMEN'S HOME.

The disastrous epidemic of Black Plague in Hongkong in 1894 created great havoc among the lower classes, and consequently many aged Chinese women were left destitute on the streets of the colony. Their aged husbands or the hardworking son or daughter who had previously supported them were swept into Eternity and none, perhaps out of a family of 10 or a dozen, were left to care for the aged mother or grandmother. The number of these starving women was constantly increasing and the sad state of affairs soon came to the knowledge of the Sisters of Charity, who in the "plague year" (1894) admitted a large number of these aged and homeless women. They were quartered, as at present, in a number of airy rooms overlooking the harbour, were given good food and plenty of it, and in return therefor were expected to do any light work that they might be able to do, such as spinning and weaving with the crude native looms which in their houses they were accustomed to manipulate; others were set to making course thread from raw hemp, and others again to hemming and darning. Over one hundred of these poor creatures have been cared for during the past four years, and at the present time there are 36 of them in the new wing of this model convent. None of them are "driven" at their work. They seem simply to do a certain amount of work *pour passer le temps*; it helps to while away the time between meals. They are, like all the younger inmates, allowed to talk to their hearts' content, and talk they do, so I was told, almost all day. The Chinese seem to take a good deal of interest in this benevolent work of the Sisters, and it is certainly as laudable as it is interesting and merciful.

VISITING INFANTS.

Mothers whose offspring have recovered from whatever ailment afflicted them when first admitted are at liberty to visit the institution during the day and nurse their little ones. They are sometimes allowed to sleep on the premises, in neatly furnished chambers, and I was told that so great is the faith of some Chinese in the care and good treatment of the Sisters that occasionally pretty well-to-do mothers stay in the Convent for a few days so as to aid in the care of their little ones, who they occasionally take away to their houses when either convalescent or quite recovered. Thus it will be readily understood that there is no reason or justification for the false notion that when once a child is put in the Convent it is lost to the world; can never be taken out. They can be taken away and may be seen and handled by their parents whenever they feel disposed to call and ask for permission in a proper manner.

IMMUNITY FROM DISEASE.

Sister Louise assured me that there has never been a case of infectious or contagious disease among the inmates. Even in 1894, when the plague was raging all round the place, not one of the children was infected. I should say extreme cleanliness, plenty of fresh air and any amount of light and wholesome food have had much to do with the immunity from disease which is so gratifying, and justly gratifying, to the Reverend Mother and the indefatigable, skilful and self-denying Sisters whose lives are devoted to the salvation and elevation of the homeless, penniless, hopeless.

ARGUS.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

SUPPRESSION OF PIRACY IN THE TWO KWANGS.

To the Editor of the "Hongkong Telegraph."

SIR,—When I addressed you at some length on this subject I had no intention to enter into controversy on the subject. I stated facts which no amount of shuffling or "hair splitting" can upset. The suppression of piracy is an absolute necessity. We have the men and the money and, by Treaty, the right to put it down with a strong hand. The only hitch lies in the ignorance or neglect of the Admiralty who should, without delay, issue instructions and proper authority to the Commander-in-Chief on the China Station to capture or destroy the pirate fleets, pirate lairs, pirate villages and all pirates that fall into the hands of the naval officer in command of the flotilla of gunboats, launches and torpedo-boats that could in a few days be despatched from Hongkong for West River ports and the Delta.

I can see neither reason nor justification for apprehension of intervention of the kind indicated by your correspondent "Gloria Britannarum," and I must decline absolutely to enter into a discussion with him which could only partake of the nature of *argumentum ad absurdum*.

If we are to wait for permission from the whole of the Treaty Powers, and enter into interminable negotiations with the Tsungli Yamen, we may as well give up the idea of putting down the piracy and brigandage which is *now* seriously interfering with *British* trade.

The whole question can be settled by the British Admiralty, and if left to naval diplomats to settle in their way we may rest assured that the day is not far distant when the disgraceful condition of affairs maritime in the Two Kwangs will be greatly changed for the better, to the advantage of the merchants and traders of *all* the Treaty Powers, and the Chinese buyers and exporters who recently addressed to the Canton Chamber a statement of facts that cannot be controverted.

Yours faithfully,
MANCHESTER.

Hongkong, August 25th, 1899.

THE PLAGUE.

Cases reported to 24th instant	1,406
Do. do. during past 24 hours...	0
Total...	1,406
Deaths reported to 24th instant	1,348
Do. do. during past 24 hours...	0
Total...	1,348

NEW CIVIL GOVERNOR FOR THE PHILIPPINES.

A despatch to the Frisco *Chronicle* from New York dated 26th July says:—"It can be stated positively that a majority of the Cabinet is now in favour of a change of military rulers both in the Philippines and in Cuba, and that changes will be made. General Otis may not be recalled, but his authority will be divided when the rainy season is over, and a Civilian of first-class executive ability will be sent out as Civil Governor."

A FRANCO-GERMAN ALLIANCE.

A PECULIAR PREDICTION.

The *National Review*, in an article discussing the probability of an alliance between France and Germany against Britain, has reached the conclusion that such a move is within the bounds of practical politics. The writer points out that Germany's future expansion must be colonial, and that France has similar interests. In this respect both France and Germany are somewhat barred by

BRITAIN'S WIDE-SPREAD HOLDING.

The common belief that Britain is the enemy of every power with colonial or maritime ambitions, the writer asserts, supplies both Frenchmen and Germans with an argument in support of the union. Emperor William, it is argued, is acting upon the supposition that much as France dislikes Germany, she must dislike Britain more after the Fashoda incident. The Emperor dreams of forming a coalition of central and western powers on the continent to be used, firstly, against Britain, secondly, against the United States, and finally against Russia, though at the commencement the latter power will be included in the German firm. The *National Review* writer finds in these dreams an explanation of the hitherto

ALMOST INEXPLICABLE POLICY

of the German Emperor towards the United States. The article continues:—"The reason for Emperor William's seeming desire to unnecessarily quarrel with a state of such gigantic strength, is that he wishes to assume the position of champion of Europe against trans-marine powers." The article says further: "To the continent, before 1898, the United States appeared a huge, drowsy monster that spent it's energy in rare moments of wakefulness in nibbling the lion's tail. No one objected much to this, but when the huge beast shook itself and planted one paw upon the Spanish West Indies, and another upon the Philippines, it became the object of

REAL TERROR TO EUROPEAN STATESMEN,

who did not know where it might next attack. The conditions were all the more unnerving as Britain refused to walk into the trap, and turn her navy against the United States. So the events of 1898 only served to bring the two trans-marine powers together."

SHIPPING REPORTS.

Captain Douglas, of the steamship *Formosa*, from Swatow, reports:—Light wind, variable, overcast and rain squalls. Vessels in Swatow on the 24th inst.:—*Fooksang*, *Taicheong*, *Trym*, *Singan*, *Machew*, *Fungshun*, and *Szechuen*.

Captain Huestis, of the barque *Simla*, from Cebu, reports:—In Lat. 16N. Lon. 127 E. encountered a typhoon and at 4.50 a.m. on 4th August the ballast shifted, throwing the ship on her beam ends. Cut away masts, ship righted. It was somewhat difficult getting from one part of the ship to the other, walking on the side of her. The typhoon moderating on the 5th the crew were kept at work incessantly at trimming the ballast for a week. On 16th secured the remaining yards and masts and made all possible sail and set course for the Bashee Channel for Hongkong. During the typhoon the wind veered from N. to S.

NOTANDA.

CALENDAR.

AUGUST.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.755
Thermometer	81.0
Humidity	83
Rainfall	13.483

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.80	29.80
Temperature	79	77
Humidity	85	95
Rainfall	1.11	4

TO-DAY.

Friday, 25th August, 1899.

Chinese—*20th of 7th moon of 25th year of Kwang-sü.*

Sun—*Rises* ... 5hr. 41min.
Sets ... 6hr. 22min.
High water—*Morning* ... 11hr. 48min.
Afternoon ... 11hr. 46min.
Low water—*Morning* ... 5hr. 12min.
Afternoon ... 5hr. 27min.

ANNIVERSARIES.

1834—British Chamber of Commerce established at Canton.
1841—Capt. Elliot and Sir J. J. Gordon Bremer left Macao for England.
1846—Residents of Hongkong warned not to go unarmed outside the town.
1858—Treaty between Great Britain and Japan signed.
1890—The Kee-chong silk mill at Shanghai burnt.
1894—Ratification of Revised Treaty between Great Britain and Japan.
1896—Death of the Sultan of Zanzibar.

TO-MORROW.

Saturday, 26th August, 1899.

Chinese—*21st of 7th moon of 25th year of Kwang-sü.*

Sun—*Rises* ... 5hr. 41min.
Sets ... 6hr. 21min.
High water—*Morning* ... none
Afternoon ... 0hr. 46min.
Low water—*Morning* ... 6hr. 8min.
Afternoon ... 5hr. 55min.

ANNIVERSARIES.

1839—British left Macao for the ships anchored at Hongkong.
1860—Tientsin occupied by the British forces.
1896—Massacre of 3,000 Armenians at Constantinople.
1898—Spain surrendered 23,000 stands of arms 10,000,000 cartridges and quantity of large ammunition.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Chingtu*) to-morrow.
French (*Indus*) 27th inst.
Indian (*Hyson*) 31st inst.
Australian (*Taiyuan*) 2nd prox.
American (*City of Peking*) 2nd prox.
American (*Gaelic*) 9th prox.
Canadian (*Empress of Japan*) 13th prox.
American (*Hongkong Maru*) 15th prox.

The steamer *Hyson* from Calcutta, left Singapore for this port yesterday afternoon.

The E. N. Co.'s steamer *Taiyuan* from Australian Ports, will leave Manila on 30th inst.

The steamer *Tamba Maru* (Europe Line) left Singapore for this port to-day and is expected to arrive here on the 30th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	"	"	"
Carlisle City	"	"	"
Esmeralda	"	"	"
H.M.S. *Bonaventure*	"	"	"
Oslo	"	"	"
Feihoo	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
P. C. C. Kiao	"	"	"
Propontis	"	Aberdeen	"

Shipping.

Arrivals.

OCEANIEN, French steamer, 2,081, Schmitz, 25th Aug.,—Shanghai 22nd Aug., Mails and General.—Messageries Maritimes.

HAKUAI MARU, Japanese steamer, 1,419, M. Nishimura, 25th Aug.,—Amoy 23rd Aug., General.—Nippon Yusen Kaisha.

NURNBERG, German steamer, 2,663, Von Binse, 25th Aug.,—Hamburg 6th Aug., and Singapore 19th, General.—Siemssen & Co.

SARPEDON, British steamer, 3,022, J. Grier, 25th Aug.,—Liverpool and Singapore 19th Aug., General.—Butterfield & Swire.

FORMOSA, British steamer, 674, J. Douglas, 25th Aug.,—Swatow 24th Aug., General.—Douglas, Lapraik & Co.

BENLAWERS, British str., 1,484, A. Webster, 25th Aug.,—Moji 19th Aug., Coal.—Gibb, Livingston & Co.

BELLEROPHON, British steamer, 1,318, Lyons, 25th Aug.,—Java 6th Aug., and Singapore 18th, Sugar.—Butterfield & Swire.

SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,—Cebu and Phillipine Islands, 22nd Aug., Ballast.—Order.

HOIHAO, French steamer, 509, J. C. Gerard, 25th Aug.,—Pakhoi 23rd Aug., General.—A. R. Marty.

Clearances at the Harbour Office.

Zweena, British str., for Singapore.
Samshui, British steam-launch, for Wuchow.
Deuteros, German str., for Saigon.
Kongnam, British str., for Canton.
Progress, German str., for Touron.
Triumph, German str., for Hoihow.
Wingsang, British str., for Swatow.
Kasuga Maru, Japanese str., for Thursday Id.
Thordis, Norwegian str., for Shanghai.
Thales, British str., for Swatow.
Sarpedon, British str., for Shanghai.

Departures.

Aug. 25, *Loyal*, German str., for Hongay.
Aug. 25, *Wingsang*, British str., for Shanghai.
Aug. 25, *Woosung*, British str., for Canton.
Aug. 25, *Triumph*, German str., for Hoihow.
Aug. 25, *Kasuga Maru*, Japanese str., for Australia.

Passengers—Arrived.

Per *Formosa*, from Swatow—38 Chinese.

Per *Sarpedon*, from Singapore—34 Chinese.

Per *Hakuai Maru*, from Amoy—Messrs. Lalcaca, Collier, Mr. and Mrs. Morphew and infant, and 15 Chinese.

Per *Oceanien*, from Shanghai for Hongkong—Messrs. Koo Chet Foo, Graves, Schiele, Rev. L. H. Roots, Mrs. Burdon, Messrs. H. Piry, Ngan Seu Chor, Zeng (2), Arton, Mrs. and Miss Rosina, Mrs. Rose Hill, Messrs. Carl Hube, Nguyen Tan Cai, Wall, Harlton, Chim Yue Fou and child, Ting York Ting, Mr. and Mrs. Lee, Messrs. Gropper, Tatsue, Mrs. Weinberg, Messrs. V. Weinberg, Weinberg, Misses Neil and Wilson, 1 Malay and [illegible] Chinese.

STEA[MERS EXPECTED]

Names.	[illegible]	[illegible]
Chingtu	Manila	[illegible]
Menelaus	Shanghai	[illegible]
Indus	Saigon	[illegible]
Hiroshima Maru	Singapore	[illegible]
Singapore	Bombay	[illegible]
Hyson	Singapore	Au[g.] [illegible]
City of Peking	Japan	Sept. [illegible]
Taiyuan	Manila	Sept. 2[nd]
Gaelic	San Francisco	Sept. 9th
Empress of Japan	Vancouver	Sept. 13th
Hongkong Maru	San Francisco	Sept. 15th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Alesia	Havre, &c.	Sept. 10th
America Maru	San Francisco, &c.	Aug. 29th
Australian	Sydney, &c.	Sept. 1st
Bayern	Straits, &c.	Nov. 8th
Belgian King	San Diego, &c.	Oct. 15th
Benvenue	London	Sept. 15th
Candia	Japan	Sept. 13th
Carmarthenshire	San Diego, &c.	Nov. 15th
Challenger	New York	Qk. desp.
China	San Francisco, &c.	Oct. 3rd
Chingtu	Foochow	Aug. 28th
Chingwo	Marseilles, &c.	Sept. 5th
Chusan	London, &c.	Sept. 2nd
City of Peking	San Francisco, &c.	Sept. 7th
City of Rio	San Francisco, &c.	Oct. 27th
Columbia	Portland, &c.	Sept. 23rd
Coptic	San Francisco, &c.	Nov. 4th
Doric	San Francisco, &c.	Oct. 10th
Dunav	London, &c.	Aug. 27th
Emp. China	Vancouver, &c.	Oct. 25th
Emp. India	"	Aug. 30th
Emp. Japan	"	Sept. 27th
Formosa	Swatow, &c.	Aug. 26th
Formosa	London	Sept. 7th
Futami Maru	Japan	Aug. 26th
Gaelic	San Francisco, &c.	Sept. 16th
Ghazee	New York, &c.	Aug. 29th
Glenogle	Victoria, B.C.	Oct. 17th
Hakuai Maru	Vladivostock, &c.	Aug. 31st
Hiroshima Maru	Kobe & Yokohama	Sept. 1st
Hitachi Maru	Marseilles, &c.	Aug. 29th
Hongkong Maru	San Francisco, &c.	Sept. 23rd
Indrani	New York, &c.	Sept. 11th
König Albert	Straits, &c.	Dec. 13th
Menelaus	London, &c.	Aug. 26th
Miike Maru	Bombay, &c.	Sept. 5th
Nanchang	Tientsin (Direct)	Sept. 3rd
Nippon Maru	San Francisco, &c.	Oct. 19th
Nürnberg	Havre, &c.	Sept. 20th
Olympia	Victoria, B.C.	Sept. 2nd
Ping Suey	New York, &c.	Oct. 5th
Pisa	New York, &c.	Sept. 15th
Pizzarello	Straits, &c.	Sept. 2nd
Preussen	Straits, &c.	Sept. 13th
Prinz Heinrich	Straits, &c.	Dec. 27th
Rohilla	Japan	Sept. 2nd
Sachsen	Singapore, &c.	Oct. 11th
Savoia	Havre, &c.	Oct. 15th
Singapore	Straits, &c.	Sept. 2nd
Stentor	London, &c.	Sept. 5th
Suevia	Havre, &c.	Oct. 5th
Tacoma	Victoria, B.C.	Oct. 21st
Tai Lee	Manila (Direct)	Aug. 28th
Tamsui Maru	Swatow, &c.	Aug. 27th
Thyria	San Diego, &c.	Sept. 15th
Valetta	Shanghai	Sept. 1st
Victoria	Victoria, B.C.	Sept. 12th
Wakasa Maru	Marseilles, &c.	Sept. 7th

SOMETHING IS AFTER YOU.

Far away, in the Jungle of Central India, a village lies asleep. Only a solitary human figure can be seen, following the winding jungle path in the moonlight. It is early night, and the native who comes has been delayed on his way home.

But what is that dark shadow that crosses the path behind him? Quite oblivious, the man marches on. He looks neither to right nor left, nor behind him, where crouches that dark shadow. A few yards more and he will be out of the jungle. A few minutes more, and he thinks he will be sleeping in the bosom of his family. But see, the Shadow moves! With two noiseless bounds like a giant cat the tigress is upon him. One despairing scream and all is quiet. Bitten through the head, the victim is snatched up and carried by the grim man-eater to her lair in the hills. Meanwhile the village slumbers peacefully on.

Was it the man's fault? Yes, I think it was. Had he not lingered, he would not have been caught. The tigress would have not attacked him in broad daylight. But he was no worse, I think, than those in this country who are to-day doing the very same thing. Thousands and thousands of English men and women have a shadow in their path. It is after them. The time will come, if they do not take heed, when they will feel, like Mrs Lydia Golding, "as if something had over taken" them. Here is a letter from her in which she tells her experience:—

"All my life I have been a strong healthy woman, and up to the autumn of 1891 I never ailed anything. At this time I began to feel weak, weary, and tired, and *as if something had overtaken me*. I had a foul taste in the mouth, my tongue being furred, and a sour fluid would rise into my mouth. I had no appetite to speak of, and the little food I took gave me no strength. After eating I had a heavy weight and pain across my chest, and a gnawing feeling in my stomach. I belched up a deal of frothy fluid, and in the night I awoke with a suffocating feeling. Cold clammy sweats broke over me, and what with loss of appetite, and not being able to sleep at night, I soon got so weak that *I found it hardwork to get about*.

On December 23, 1892, (one Sunday morning), whilst preparing breakfast for my husband, I was suddenly *seized with paralysis*, which affected the whole of my right side. I had no use of my hand or leg on that side, and a numbness took me on *both left and right sides*. My husband got me to bed, and fetched a doctor from Northfleet, who gave me medicines. After this I lost my strength rapidly and what I suffered I could not tell.

"I could not rest night or day and I was in and out of bed every now and again. I got little sleep, only dozing off for a short time and then starting up. I was afraid to be left alone, and often in the night I have been so nervous and frightened I could scarcely bear it. I took medicines of all kinds, but was little better for anything, until one day in August, 1893, my husband read in the paper, "Weekly people" of Mother Seigel's Curative Syrup, and got me a bottle from Perry and Son, Chemists, High Street, Gravesend. After taking it a short time, I began to gain strength, and got stronger and stronger until I was free from the effects of the seizure. I now keep in good health. You can publish this statement if you wish."—Yours truly, (Signed) Mrs. Lydia Golding, 12, Carter's Road, Perry Street, Gravesend, May 14th, 1896.

What was this shadow that had crossed Mrs. Golding's path? What was it that "overtook" her and laid her helpless and suffering upon a bed of sickness? Surely you can recognise the monster that sprang upon her, as the dreaded disorder, Dyspepsia, which attacks you when you are most defenceless and weakest. Paralysis; yes, Mrs. Golding had it, and could feel it, but what she could not feel was what it was that had so acted upon her nerves and muscles as to cause them to become so helpless. Nor could she, I suppose, understand *how* Mother Seigel's Curative Syrup cured her so quickly, though we know now that it was because the dyspepsia was got rid of.

But, as the native was never heard of again, there are some who cannot get out of the clutches of Dyspepsia [illegible]

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FUTAMI MARU ..... Thom	NAGASAKI, KOBE and YOKOHAMA	TO-MORROW, 26th August, at 4 P.M.
HITACHI MARU ..... J. B. Murray	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	TUESDAY, 29th August, at Daylight.
HAKUAI MARU ..... M. Nishimura	VLADIVOSTOCK, VIA SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI	THURSDAY, 31st August, at Noon.
HIROSHIMA MARU ..... S. Yoshizawa	KOBE and YOKOHAMA	FRIDAY, 1st September, at 4 P.M.
MIIKE MARU ..... S. Kawamuro	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 5th September, at Noon.
WAKASA MARU ..... J. B. Macmillan	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	THURSDAY, 7th September, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 25th August, 1899. [6

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.)

STEAM FOR
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA,
(DIRECT WITHOUT TRANSHIPMENT).
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO,
AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*SINGAPORE.....Pizzatello.....2nd September, at NOON.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO.,
Agents.

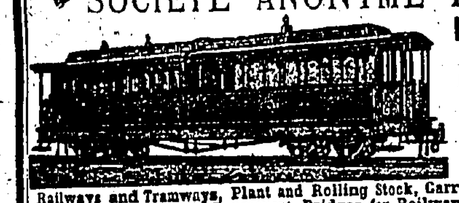
731a]

SOCIÉTÉ ANONYME DE TRAVAUX DYLE ET BACALAN

Capital: £ 300,000

Head Office: 15, Avenue Matignon, Paris

WORKS IN EUROPE:
at Bordeaux (BACALAN), France
at Louvain (DYLE), Belgium



Railways and Tramways, Plant and Rolling Stock, Carriages and Waggons, Wheels, Wheels and Axles combined, Permanent Bridges for Railways, Permanent and portables (démontables) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

CONTRACTORS
FOR
Constructing and Working
Railways and Tramways



M. Oppenheimer & Co., Paris.

TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. This enriches the blood, assists in making healthy flesh, restores body-heat and vigorous action of the vital organs, and prevents the germs from taking root in the lungs.

Scott's Emulsion

is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dreadful disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

HOW TO PROVIDE FOR THE FAMILY.

INCOME $5,000; EXPENDITURE $5,000; PROVISION *NIL*.
INCOME $5,000; EXPENDITURE $3,500; PROVISION $3,000 YEARLY.

FOR an annual premium of $1,550 this Society will undertake to pay to the family

$3,000 PER ANNUM

for a fixed term of twenty years, if the assured should die during the currency of the policy.

If he does not require a refund in money, the necessity for family protection being no longer existent, the assured may have a certain annuity for his own later years, of $714 *guaranteed* and $500 additional, for twenty-five years certain; the latter sum varying only as the bonus payable in 1919 will vary from the bonus payable in 1899.

When protection such as this, proportionable to every man's means, is within reach, let not a

DAY BE WASTED,

but apply for special example to the

EQUITABLE
LIFE ASSURANCE SOCIETY
OF THE
UNITED STATES.

F. KIENE,
Acting Manager,
Hongkong.

22nd August, 1899. [1063a

NOTICE.

PRIVATE BOARD and RESIDENCE, 166, Queen's Road East.

Mrs. HORTON.

Hongkong, 30th June, 1899. [853a

WANTED.

A MANAGER for THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS must be well acquainted with BOOK-KEEPING. Apply by Letter stating Terms expected to the

HON. SECRETARY,
At the Institution, No. 21 Praya Central.
Hongkong, 18th August, 1899. [1049a

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [38

Insurance.

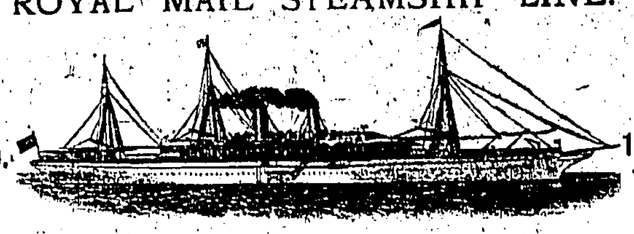
NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [18

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R.....WEDNESDAY, 27th Sept., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th Oct., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street. [3

Hongkong, 9th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 29th Aug., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 23rd Sept, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 19th Oct, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 7th August, 1899. [1310

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI," "WUCHOW,"

will be despatched alternately from Messrs. DOUGLAS LAPRAIK & Co.'s WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHUIHING and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth.

HONGKONG to SAMSHUI	$5
HONGKONG to WUCHOW	$10

Meals can be obtained on Board.

For further information, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st August, 1899. [1058a

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

*Olympia**	2,837	J. Truebridge ...	Sept. 2.
Victoria ...	3,502	J. Panton.....	Sept. 12.
Glenogle...	3,750	R. D. Jones.....	Oct. 17.
Tacoma ...	2,811	A. Dixon.....	Oct. 21.

* Calling at FOOCHOW and SHANGHAI.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia	2,976	Dobson ...	Sept. 23.
Monmouthshire	2,874	W.A.Evans	Oct. 7.
Lennox.....	3,677	Williamson	Nov. 4.

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.
Hongkong, 24th August, 1899. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 19th August, 1899. [5

FOR NEW YORK.

THE 3/3 A. I. I. American Ship

"CHALLENGER,"

shortly expected from MANILA, will load here for the above port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 28th July, 1899. [974a

Mails.

NORDDEUTSCHER LLOYD. (*Freight Service.*)



HAMBURG-AMERIKA LINIE. (*East Asiatic Service.*)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ALESIA..... Knuth	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 10th September.	Freight.
NURNBERG ..... v. Binzer.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 20th September.	Freight.
SUEVIA ..... Förck	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 5th October.	Freight.
*SAVOIA ..... Jäger	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 15th October.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.
981]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 7th Sept., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 3rd October, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Friday, 27th October, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing; Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th August, 1899. [1

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra.....	3,406	about	Sept. 15
Belgian King ...	3,379	about	Oct. 15
Carmarthenshire.	2,929	about	Nov. 15

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th August, 1899. [1030

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Preussen	Wednesday	13th Sept.
Sachsen	Wednesday	11th Oct.
Bayern.....	Wednesday	8th Nov.
König Albert.....	Wednesday	13th Dec.
Prinz Heinrich...	Wednesday	27th Dec.
Preussen.....	Wednesday	10th Jan.
Karlsruhe	Wednesday	24th Jan.
Sachsen	Wednesday	7th Feb.
Hamburg	Wednesday	21st Feb.
Bayern.....	Wednesday	7th Mar.

ON WEDNESDAY, the 13th day of Sept., 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 11th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 12th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 12th September. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 16th August, 1899. [1043a

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 16th Sept., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 10th October, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 4th Nov., at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 16th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versâ*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th August, 1899. [1

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, $80 Per Annum.

PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply, to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898. [135

LET'EM ALL COME
TO
YEE CHUN'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [596a

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [43

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1899. [493

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

KELAT, British ship, John Hughes.—Standard Oil Co.

EXCHANGE.

Hongkong, 25th August.

ON LONDON, Telegraphic Transfer......1/11¼
" Bank Bills, on demand...1/11 9/16
" Credits, 4 months' sight......2/0
" D'ments, 4 months' sight......2/0¼
ON BERLIN, (demand)..........M.2.01¼
ON PARIS, Bank Bills, on demand......2.48
" Credits, 4 months' sight......2.52
ON NEW YORK, Bank Bills, on demand..47¾
" Credits, 30 days' sight......48¼
ON BOMBAY, Telegraphic Transfer......147
" On demand.........147¼
ON SHANGHAI, Telegraphic Transfer......72¾
" Private, 30 days' sight......73¼
ON YOKOHAMA, T. T. ......¼ per cent. prem.
Sovereigns, Bank's Buying Rate......$10.09
Gold Leaf, 100 touch, per tael......$52.75
Bar Silver......27⅜
Dollars......¼ per cent. prem.

The Share Market.

LATEST QUOTATIONS.

(August 25th.)

Banks.

Hongkong and Shanghai Banking Corporation—360 per cent. prem.
The Bank of China & Japan, Ld.—(Preference) nominal.
The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.
The Bank of China & Japan, Ld.—(Deferred)—£5.5 buyers.
National Bank of China, Ld.—$25 buyers.
Do. Do. —$25 buyers.

Marine Insurances.

Union Insurance Society of Canton, Ld.—$260 buyers.
China Traders' Insurance Co., Limited—$62.
North China Insurance Co., Ld.—Tls. 200.
Yangtsze Insurance Assoc. Ld.—$117½ buyers.
Canton Insurance Office, Ld.—$150 buyers.
Straits Insurance Co., Ld.—$6½.

Fire Insurances.

Hongkong Fire Ins. Co., Ld.—$312½.
China Fire Ins. Co., Ld.—$88½.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—$32.
Indo-China Steam Navigation Company, Ld.—$68.
China and Manila S.S. Co., Ld.—$91.
Douglas Steamship Co., Ld.—$56.
China Mutual S. N. Co., Ld.—(Preference)—£9.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£5.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.
Star Ferry Co., Ld.—$17½.

Refineries.

China Sugar Refining Co., Ld.—$155.
Luzon Sugar Refining Co., Ld.—$55.

Mining.

Punjom Mining Co., Ld.—$10.
Do. Preference Shares—$2.
Société Française des Charbonnages du Tonkin—$240.
Queen Mines, Limited—$0.50.
Jelebu Mining and Trading Co., Ld.—$14.
Raub A'lian Gold Mining Co., Ld.—$60½.
Olivers Freehold Mines, Ld.—(A) $8½.
Olivers Freehold Mines, Ld.—(B) $6½.
Great Eastern and Caledonian Gold Mining Co., Ld.—$3.50.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—520.
Hongkong and Kowloon Wharf and Godown Company, Limited—$96.
Wanchai Warehouse and Storage Co., Ld.—$45.
New Amoy Dock Co., Ld.—$16.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ld.—$10.
Hongkong Land Investment and Agency Co., Ld.—$106½.
Kowloon Land and Building Co., Ld.—$29.
West Point Building Co., Ld.—$36.
Hongkong Hotel Co., Ld.—$128.
Humphreys Estate and Finance Co., Ld.—$10½.

Miscellaneous.

Green Island Cement Co., Ld.—$31.
China-Borneo Co., Limited—10.
A. S. Watson & Co., Limited—$17.
Hongkong Electric Co., Limited—$13.
Hongkong and China Gas Co., Ld.—$130.
Hongkong Rope Manufacturing Co., Ld.—$189.
Geo. Fenwick & Co., Ld.—$43.
Hongkong Ice Co., Ld.—$130.
Hongkong High-Level Tramways Co., Ld.—$145.
Dairy Farm Co., Limited—$6.
Hongkong & China Bakery Co., Ld.—$25.
Campbell, Moore & Co., Ld.—$11.
Bell's Asbestos Eastern Agency, Limited—£1 nominal.
Bells Asbestos Eastern Agency, Ld.—$5.
Carmichael & Co., Limited.—$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$70.
Ewo Cotton Spinning & W. Co., Ld.—Tls. 67½.
International Cotton M'fg. Co., Ld.—Tls. 75.
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 75.
Soy Chee Cotton Spinning Co., Ld.—Tls. 350.
Yahloong Cotton Spinning Co., Ld.—Tls. 55.
Tebrau Planting Co., Ld.—$4 per share.
Tebrau Planting Co., Ld.—$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

OPIUM QUOTATIONS.

Hongkong, 25th August.

New Patna	860	per chest.
New Benares	840	"
New Malwa	750/770	per picul.
Old Malwa	780/840	"
Persian, paper tied	670/750	"

VISITORS AT THE WINDSOR HOTEL.

Mr. W. Bray	Dr. S. Miyamato
Mr. S. Cheng	Mr. G. Morita
Mr. Mortimer Cook	Mr. M. Pardo
Mr. Chesney Duncan	Mr. H. Rees
Mr. Foster	Mr. and Mrs. Robinson
Mr. D. Grappo	Dr. Tehibara
Mr. H. Holmes	Dr. Tsutsui
Mr. & Mrs. James Lee	Mr. E. J. Young
Dr. B. Matsuma	Mr. P. Zaldivar
Dr. N. Matsuma	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. and Mrs. N. M. S. Reede	Lieut. R. P. Hobson, U.S.N.
Mr. and Mrs. Lionel Boyle	Staff-Surgeon and Mrs. W. E. Home
Mr. H. F. R. Brayne	Mr. F. Hubbe
Mr. P. Bure	Mr. H. U. Jeffries
Mr. and Mrs. F. G. Collins	Mr. W. King
	Capt. F. Koford
Capt. van Corbach	Mr. J. Lamke
Mr. and Mrs. E. C. Dalton	Mr. J. E. Lee
	Mr. C. W. Longuet
Mr. G. H. Dann	Mrs. C. W. Longuet
Mr. and Mrs. W. H. T. Davis and child	Mr. R. Mitchell
	Hon. H. E. Pollock
Mr. A. L. Denison	Capt. H. V. Prynne
Mr. P. Dow.	Mr. A. Reed
Mr. A. Spencer Ellam	Mr. F. Ryan
Col. G. J. H. Evatt	Mr. A. Sinclair
Mr. J. S. Ezekiel	Mr. A. Findlay Smith
Mr. R. M. Ezekiel	Mr. A. G. Stokes
Mr. A. Forbes	Mr. A. P. Stokes
Lt.-Col. A. R. Fraser	Mr. G. H. Wheeler
Colonel E. H. Gorges	Capt. J. Young
Mr. Cecil Holliday	

CRAIGIEBURN.

Bishop Burdon	Hon. and Mrs. R. D. Ormsby
Rev. F. Flynn, R.N.	
Mrs. Horder	Mr. A. J. Richardson
Govt. Civil Hospital Sisters	Mrs. Rolfe
	Mr. Hugo Silvestri
Mrs. E. Jones and family	Capt. C. B. Simmonds, R.A.
Major S. S. Long, D.A.A.G.	Mrs. Simmonds
	Mr. and Mrs. W. E. Turner
Major M. M. Morris, R.A.	Consul Valpicelli
Mrs. Morris	Madame Valpicelli
Miss Ormsby	

VISITORS AT THE HONGKONG HOTEL.

Capt. and Mrs. Aitken and 2 children	Mr. E. A. Leggatt
	Mr. Leon A. Lévy
Mr. J. H. Aitken	Mr. W. Liebes
Mrs. John Angus	Mr. M. Lima
Mr. W. S. Bailey	Mr. E. Lutz
Mr. B. J. Barlow	Mr. and Miss A. S. Macleod
Miss Borredo and governess	Mrs. Maynard
Mr. and Mrs. A. H. Bottenheim	Mr. A. H. Myers
	Mr. J. W. S. Neeson
Dr. Bowers	Mr. A. C. Van Nierop
Mr. B. Braham	Mr. J. J. O'Neill
Mr. T. F. Burgdorff	Mr. W. Parfitt
Mr. A. B. Carter	Mr. Perez
Dr. and Mrs. F. Clark	Mr. J. C. Perry
Mr. A. Docter	Mr. C. Pessanha
Mr. W. Douglas	Mr. Homelo Poiares
Mr. L. L. Etzel	Mr. and Mrs. S. G. Reilly
Mr. G. E. Gelm	
Mr. G. H. Gelpin	Mr. L. J. Richardson
Mr. & Mrs. K. Gibson	Mr. S. J. Robins
Capt. Goddard	Mr. & Mrs. C. Robinson
Mr B. Graves	Rev. L. H. Roots
Major and Mrs. Griffin	Mr. H. Simmins
Mr. R. J. Hall	Mr. Frank Smith
Mr. T. Hart-Davies	Mr. A. Spagnolo
Mrs. Hillman	Mrs. C. Thomas
Mr. T. Howard.	Mr. R. H. Tuckwell
Mr. Wm. K. Hughes	Mr. T. E. De Witt Veeder
Mr. R. E. Humphreys	
Mr. J. A. Irvan	Mr. W. Whiley
Mrs. Jackson	Mr. and Mrs. A. W. Whitlow
Major and Mrs. Jeffreys	
Mr. and Mrs. Joseph	Mr. and Mrs. Bagnall Wild
Capt. F. R. Keefer	
Mr. and Mrs. Kiene	Mr. A. S. Willett
Mr. Kinghorn	Capt. J. E. William
Mr. J. Kirkwood	Mrs. J. Williamson
Mr. J. Lara	

VESSELS IN PORT.

Steamers.

AMERICA MARU, Japanese steamer, 3,539, W. H. Cope, 24th Aug.,—San Francisco 26th July, Honolulu 2nd Aug., Yokohama 14th, Kobe 16th, Nagasaki 18th, and Shanghai 21st, Mails and General.—J. S. Van Buren.
CARLISLE CITY, British steamer, 1,894, Thos. Aitken, 7th Aug.,—Moji 2nd Aug., General.—Butterfield & Swire.
CHOWFA, British steamer, 1,055, J. Williamson, 19th Aug.,—Bangkok 12th Aug., and Koh-si-chang 13th, General.—Butterfield & Swire.
CLARA, German steamer, 675, A. Hansen, 22nd Aug.,—Haiphong and Hoihow 21st Aug., General.—Jebsen & Co.
DEUTEROS, German steamer, 1,001, E. Petersen, 20th Aug.,—Saigon 16th Aug., Rice.—Siemssen & Co.
DEVAWONGSE, British steamer, 1,057, Richard Curtis, 23rd Aug.,—Bangkok 16th August, and Koh-si-chang 17th, General.—Yuen Fat Hong.
EIDSVOLD, Norwegian steamer, 2,296, P. Schluden, 18th Aug.,—Moji 9th August, Coals.—Order.
EMPRESS OF INDIA, British steamer, 5,904, O. P. Marshall, R.N.R., 22nd Aug.,—Vancouver, B.C. 31st July, and Shanghai 19th Aug., Mails and General.—C. P. R. Co.
ESMERALDA, British steamer, 966, R. W. Cobban, 22nd Aug.,—Manila 19th Aug., General,—Shewan, Tomes & Co.
FUTAMI MARU, Japanese steamer, 2,381, J. Thom, 24th Aug.,—Manila 21st August, General.—Nippon Yusen Kaisha.
HACTER, American steamer, 10,500, Comdr. C. H. Arnold, 7th Aug.,—Manila 4th Aug.
HANOI, French steamer, 705, Panmer, 23rd Aug.,—Haiphong 19th Aug., and Hoihow 22nd, General.—A. R. Marty.
LOOSOK, British steamer, 1,020, J. B. Jackson, 4th Aug.,—Bangkok 27th July, and Koh-si-chang 21th, Rice and Timber.—Butterfield & Swire.
MARIE JEBSEN, German steamer, 1,771, T. C. Matthiesen, 24th Aug.,—Bangkok 17th Aug., General.—Jebsen & Co.
OLYMPIA, American steamer, 1,730, J. Truebridge, 21st Aug.,—Tacoma, U.S.A. 23rd July, General.—Dodwell & Co.
ON SANG, British steamer, 1,983, J. Young, 7th Aug.,—Sandakan 31st July, Timber.—Jardine, Matheson & Co.
OSLO, Norwegian steamer, 778, Ch. Pederson, 24th Aug.,—Canton 23rd Aug., Ballast.—Sander, Wieler & Co.
PHRA CHULA CHOM KLAO, British steamer, 1,012, B. Pigot, 29th July,—Bangkok 25th July, General.—Yuen Fat Hong.
PICCIOLA, German steamer, 875, Skipper, 22nd Aug.,—Saigon 17th Aug., Rice.—Chinese.
PROGRESS, German steamer, 687, P. Brandt, 21st Aug.,—Touron 18th Aug., General.—Chinese
PROPONTIS, British str., 1,390, R. Crawford, 18th Aug.,—Cebu 13th Aug., General.—Heung Sing Steamship Co.
SUISANG, British steamer, 1,776, E. J. Todd, 24th Aug.,—Calcutta via Penang and Singapore 18th Aug., Opium and General.—Jardine, Matheson & Co.
TAMSUI MARU, Japanese steamer, 1,075, S. Nagatz, 24th Aug.,—Amoy and Swatow 23rd August, General.—Mitsui Bussan Kaisha.
TERRIER, Norwegian steamer, 1,008, G. N. Kampford, 20th Aug.,—Bangkok 12th Aug., Rice and General.—Order.
THALES, British steamer, 820, T. Hall, 30th July,—Foochow 27th July, Amoy 28th, and Swatow 29th, General.—Douglas, Lapraik & Co.
THORDIS, Norwegian steamer, 2,414, Wilhelmsen, 19th Aug.,—New York 23rd June, Kerosine and Phosphor.—Order.
ZWEENA, British steamer, 940, J. H. Nesbitt, 18th Aug.,—Sourabaya 9th Aug., Sugar and General.—Chinese.

Sailing Vessels.

GOVERNOR ROBIE, American ship, 1,627, Nichols, 21st Aug.,—New York 5th May, Kerosine Oil.—Standard Oil Co.
KELAT, British ship, 1,822, John Hughes, 5th Aug.,—New York 3rd April, Case Oil.—Standard Oil Co.
ST. DAVID, American ship, 1,400, Lyons, 16th Aug.,—San Francisco 3rd June, Flour.—Order.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, August 25th, 1899.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, cruising.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.
Barfleur, 1st class battleship, 11,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., cruising.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p. Capt Wray, cruising.
Centurion, 1st class battleship, 10,000 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, cruising.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, cruising.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. G. Callaghan, cruising.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, cruising.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, cruising.
Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Hongkong.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.
Phœnix, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. R. P. Cochran, Singapore.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.
Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow.
Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, Wei-hai-wei.
Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardinge, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, cruising.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, cruising.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai.
Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.
Marco Polo, Italian cruiser, 1,457 tons, Captain Ed. Incovount, San Mun.
Stromboli, Italian cruiser, 3,359 tons, Captain Cantanrnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.
Aleout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock.
Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Arthur.
Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port Arthur.
Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff. at Vladivostock.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at Vladivostock.
Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.
Otvasny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.
Pamiat Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at Vladivostock.
Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur.
Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock.
Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p, Capt. C. Parenayo, at Port Arthur.
Sivootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.
Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomsky, at Port Arthur.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock.
Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock.
Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock.
Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sootchima, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sanguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journet, at Saigon.
Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama.
Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Captain Ternet, at Chefoo.
Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon.
Comete, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.
Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.
Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.
Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo.
Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Foochow.
Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 i.h.p., Capt. de Bretizel, at Manila.
Pluvier, French despatch-boat, 545, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.
Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Saigon.
Vouban, Franch flagship, 6,150, Capt. Boutet at Haiphong.
Vipere, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.

† Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila.
Kaiser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-hai-wei.
Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy.
Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow.

† Flagship of Rear-Admiral von Diederichs.
* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. N. M. Dyer, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. E. D. Taussig, at Manila.
Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030 h.p., Capt. Whiting, at Nagasaki.
Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. W. H. Whiting, at Manila.
Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt.-Com. J. B. Briggs, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. Frederic Singer, at Manila.
Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. H. E. Nichols, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.
Nanshan, U.S. collier.
Oregon, U.S. 1st class battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. A. S. Barker, at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p. Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila.
Yorktown, U.S. gunboat, 1,700 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. R. P. Leary, at Manila.
Zafiro, U.S. dispatch-vessel.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 30 guns, 14,000 h.p., at Yokohama.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.
Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.
Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu.
Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.
Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.
Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.
Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.
Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p.
Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p.
Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.
Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p.
Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.
Idzumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.
Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.
Akitsushima, protected cruiser, 1st class, at Manila.
Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.
Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.
Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 h.p.
Tsukushi, 3rd class, 1380 tons, 12 guns, 2,887 h.p.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.
Yamato, 1,480 tons, 10 guns, 1,600 h.p.
Tenriu, 1,550 tons, 10 guns, 1165 h.p.
Kaimon, 1,360 tons, 10 guns, 1,125 h.p.
Amagi, 1,030 tons, 13 guns, 720 h.p.

Gunboats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko
Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.
Atago, 620 tons, 10 guns, 700 h.p.
Maya, 620 tons, 10 guns, 700 h.p.
Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan
Soko, 572 tons, 4 guns, 400 h.p.
Iwaki, 600 tons, 6 guns, 400 h.p.
Chinto, 490 tons, 5 guns 472 h.p.
Chinesi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p.

Torpedo-boats.

Ikadusch, Japanese torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, Hongkong.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p.
(used as gunnery traning ship.)
Kanjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Manjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p.
(used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns.
(used as a hulk.)
Jingei wooden paddle steamer, 1,465 tons, 2 small guns.
(used as torpedo training ship.

Post Office.

A Mail will close:—

For Swatow and Bangkok—Per *Chowfa* to-morrow, the 26th instant, at 9 A.M.

For Swatow, Amoy and Tamsui—Per *Formosa* to-morrow, the 26th inst., at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Oceanien* to-morrow, the 26th inst., at 11 A.M.

For Nagasaki, Kobe and Yokohama—Per *Futami Maru* to-morrow, the 26th instant, at 3 P.M.

For Manila—Per *Tailee* to-morrow, the 26th instant, at 4 P.M.

For Swatow, Amoy and Tamsui—Per *Tamsui Maru* to-morrow, the 26th instant, at 5 P.M.

For Bangkok—Per *Loosok* on Sunday, the 27th instant, at 9 A.M.

For Foochow and Newchwang—Per *China* on Monday, the 28th instant, at 11 A.M.

For Yokohama and Kobe—Per *Nurnberg* on Monday, the 28th instant, at 3 P.M.

For Kongmoon, Samshui and Wuchow—Per *Wuchow* on Monday, the 28th inst., at 4 P.M.

For Singapore—Per *Hitachi Maru* on Monday, the 28th instant, at 5 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru* on Tuesday, the 29th instant, at 11 A.M.

For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India* on Wednesday, the 30th instant, at 11 A.M.

For Tientsin—Per *Kwongsang* on Wednesday, the 30th instant, at 3 P.M.

For Kongmoon, Samshui and Wuchow—Per *Samshui* on Wednesday, the 30th instant, at 4 P.M.

For Kongmoon, Samshui and Wuchow—Per *Wuchow* on Friday, the 1st Sept, at 4 P.M.

For Foochow, Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Olympia* on Saturday, the 2nd Sept., at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Chusan* on Saturday, the 2nd Sept., at 11 A.M.

For Nagasaki, Kobe and Yokohama—Per *Rohilla* on Saturday, the 2nd Sept., at 3 P.M.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 2,260, Smith,—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, S. W. Goggin,—Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,890, A. M. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,235, C. V. Lloyd,—Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.
Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.
Chun Wai, British steamer,—Kwong Wan S.S. Co.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

White Cloud, British steamer, 752, A. Cruickshank,—Hongkong, Canton, and Macao Steamboat Co.
Kiangtung, Chinese steamer, 563, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 108, Nunes,—Hongkong, Canton and Macao Steamboat Co.
Lungshan, British steamer, 108, Morrison,—Hongkong, Canton and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40,—Ah Yon.
Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, Kwong Wang Steamship Co.
Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.
Lil, American lorcha.
Kongpak, British steamer, 147, G. C. Jones,—Kwong Lee Steamship Company.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kan Shing.

Printed and Published by [illegible] FORBES SKENTOHLY [illegible] Road Central, [illegible] Hongkong.

OLIVERS FREEHOLD MINES, LIMITED.

Messrs. John D. Humphreys and Son inform us that in letters they have received from Mr. J. Whear Roberts, Consulting Engineer to Olivers Freehold Mines, Limited, dated 28th July and 2nd August, he writes as follows:—

I am here making my usual inspection of the mines and advising the management on points on which they have asked for my opinion.

It gives me very great pleasure to report that the new reef at the southern end of the mine still continues to open up well. We have now driven about 110 feet since we first got on to payable stone, on the south side of the cross course, and except for a blank of about 8 feet "where the reef pinched" the whole of this distance has been in ore of first grade, as has been demonstrated by the special crushings which we have had from this point. In the face of the drive to-day the lode is nearly four feet wide of solid quartz. I broke out a sample across the whole face and on assay this returned 23½ dwts. per ton. At the point where the good ore was first met with a rise and stopes have been started, the rise is now up about 35 feet or within 15 feet of the 150 feet level. As advised in last report, we let a contract to extend the 150 feet level to take up this new shoot of stone. The contractors are making splendid progress, the cross course has been passed through, and the drive is now within about 15 feet from the top of the rise. In that distance we ought to get on to the run of stone. At the first intermediate below the 200 feet level, three shifts of men are at work extending the south drive with a view to picking up the same run of stone. There is a small seam of quartz in this drive which assays fairly well and may be regarded as an encouraging indication. The lode has been very strong under foot all the way at the 200 feet level and when we intersect it at the first intermediate there will be no difficulty in working the mine so as to keep the 20 stampers going. I am pleased with the prospects at this end of the mine and I fully anticipate that within a couple of months I shall be in a position to make strong recommendations having in view improved methods of working the mine and treating the ore.

A very serious difficulty is threatening with regard to sludge from the battery. The sludge dam is now in full height of the embankment of the reservoir, and to prevent the sludge flowing down the creek I have given Mr. Moore instructions to put up another embankment lower down. This will only be a small affair for the present pending determination as to other methods of treating the ore.

Yours faithfully,
J. WHEAR ROBERTS.

2nd August, 1899.

In my report written at Mount Macdonald on the 27th ulto. I stated that within a few feet we ought to reach the new reef in the 150 feet level south. My anticipation has been realised, and, what is of more importance, the manager advises (as per report which will be forwarded you by this mail) that there is a large body of stone which appears to be of excellent quality, the first sample broken showing a value by dish prospects of 30 dwts. per ton, assay 2 ozs. 18 dwts. 19 grains. This is a distinct improvement on the quality of the reef where it was first met with in the 200 feet level, where for some distance it was comparatively poor. This is unquestionably the best defined body of quartz that has been discovered at the Mount, and it is the most consistent in quality, as shown by the average returns extending over some weeks' crushing. The average return for the past month from ore from this part of the mine was 1 oz. 1 dwt. 12 grs. per ton, only a trifle lower than that of the previous month when a small quantity was treated. The general return for the month is most gratifying. I can suggest no reason why this new reef should not be traced right up to the surface. As has been previously explained, the ground at this point is intact to the surface excepting a shallow shaft somewhere about the present end of the 200 feet level from which I am informed good prospects were obtained many years ago.

The rise from 200 feet will probably be connected with the 150 feet level this week. We shall then be able to start stoping systematically and soon be in a position to keep the mill going from this point.

I am forwarding instructions to the manager to keep the rise going over the 150 feet level with three shifts of men.

The first intermediate level south is being pushed on as fast as possible.

Within the current month we should reach the new blende berg. A machine drill will be used to expedite this work.

Only one drill has been delivered so far. As soon as the others are to hand work in the 300 feet level south will be resumed.

The position of the Calcite cross-course at the 150 feet level shows that we were wrong in our former calculations as to its angle of inclination. We assumed from what was to be seen at 200 feet that it inclined to the west, but as disclosed between the two levels it is almost vertical, the inclination, if any, being to the east. This means that we shall have to drive further at 300 feet than we anticipated. I am not sorry for this as it will take us well away from the huge poor formation which has caused so much disappointment.

I am sure that you will feel, as we all do here, that it is a matter for congratulation to contemplate the excellent prospect that now appears before us.

Yours faithfully,
J. WHEAR ROBERTS.

FROM ALL SOURCES.

A Sensitive Officer.

LONDON, July 21st.

Lieutenant C. A. Boissman, of the Russian Navy, who was personal attendant upon the late Czarewitch, has committed suicide, owing to his having been reproached by the Czar for allowing the Czarewitch to cycle unattended.

An Exemplary Sentence.

LONDON, July 21st, 4.5 p.m.

A British soldier at Allahabad, India, has been sentenced by courtmartial to eighteen months' imprisonment, and to be dismissed the service with ignominy, for striking a coolie.

A Cure for Snakebite.

LONDON, July 21st 4.5 p.m.

A patient at the Meerut Hospital, who was suffering from snakebite, has been cured by an injection of Professor Calmette's serum.

American Bicycle Trust.

LONDON, July 19th, 4.15 p.m.

The bicycle makers in New York have combined. The "trust" has a capital of 40,000,000 dol (£8,000,000).

The Pacific Cable.

LONDON, July 22nd.

The half-yearly meeting of the Eastern Telegraph Company, Limited, was held yesterday. The Marquis of Tweeddale, chairman of directors, who presided, said that it was highly improbable that the system of wireless telegraphy invented by Signor Marconi would compete with cables. He noted Mr. Chamberlain's assurance that the proposed Pacific cable would be worked on commercial lines at remunerative rates. The Eastern Telegraph Company did not fear opposition on equal terms if it received the same facilities as to landing rights, and fair play in the collection and delivery of messages. Though the Government's ability to obtain capital at 2½ per cent. placed a private concern at a great disadvantage, the company would otherwise be able to work as economically and as efficiently as the Government. One of the principal objections of the company to undertaking the Pacific line was the belief that it was not a good commercial route, owing to the great length between Vancouver and Fanning Island not giving sufficient speed to enable the line to develop payable traffic. It was a risky operation to lay or raise a cable in such great depths. He complained of the gross inaccuracies in the statement made by the opponents of the company. He declared that the company would cordially support the appointment of a Royal Commission to inquire into the question of foreign telegraph charges, and the existing inequalities caused by the Egyptian, Indian, and Far East tariffs being practically controlled by the European Governments, through whose lines Mr. Henniker Heaton, M. P., suggested competition should come. The obstacle to a reduction of tariffs was the necessity of obtaining the consent of these Governments. If the British Government lays the Pacific cable, it should, in the spirit of the International Telegraph Convention, charge the same tariffs as at present, unless the European Governments consented to a reduction. If Great Britain secured that consent, the company would be prepared to give effect to the reductions. Already the Australian rate was considerably lower than the competitive Atlantic rate and but for Australian opposition, the rate would be lower still. The Eastern Telegraph Company and the Eastern Extension Telegraph Company were quite ready to make further reductions in the rates to India, Egypt, Australia, and the Cape.

The Dreyfus Case.

LONDON, July 22nd.

Further revelations have been made of the cruelty to which Captain Dreyfus was subjected on the Ile du Diable.

It has transpired that when he had been in captivity two years Dreyfus received a telegram bearing the stamp of the Colonial Office, and stating that his wife had given birth to a child.

The authorities also arranged a scheme of a pretended night rescue of Dreyfus from the island in order to test the fidelity of the warders, who were ordered to shoot the captive if he evinced the least desire to escape. Awaking one night Dreyfus found a warder with a revolver placed at his head, but he remained quite passive.

Several newspaper correspondents in Paris indicate that the Government fears, and is seeking to prevent, an attempt being made to assassinate Captain Dreyfus during the progress of the Court-martial at Rennes.

Colonial Silver Coinage.

LONDON, July 22nd.

The Treasury authorities state that they cannot formulate the conditions under which the right of the coinage of silver can be granted to the colonies until the colonies have settled whether all the colonial Mints or one only should coin silver. The authorities think that the latter course would be preferable.

The Treasury authorities also require the colonies to indicate the methods of overcoming the difficulties of over-issue, of checking the undue exportation of coin, and of the redemption of worn-out silver.

Britain and Canada.

LONDON, July 22nd.

The Canadian House of Commons has rejected, by 77 votes to 41, a resolution brought forward by Sir Charles Tupper, the leader of the Opposition, urging that efforts should be made to secure preferential treatment for Canadian produce in English markets.

Sir Wilfrid Laurier, the Premier, declared that Canada was unable at the present time to dispense with the taxation of British goods. He nevertheless did not despair of the eventual realisation of Mr. Chamberlain's idea of Imperial free trade.

Shipping.

STEAMERS.

THE OSAKA SHOSEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 21st August, 1899. [1055a

FOR MANILA AND LONDON.

THE Steamship

"DUNAV,"

A. Kisselich, Commander will be despatched as above on or about the 27th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & CO.,
Agents.
Hongkong, 23rd August, 1899. [1072a

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on FRIDAY, the 1st September, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th August, 1899. [1054a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"

Captain Jackson, will be despatched as above on TUESDAY, the 5th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th August, 1899. [1036a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & CO.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"

will be despatched as above on or about the 15th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 18th July, 1899. [938a

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1899. [1030a

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched on TUESDAY, the 5th September, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1899. [1032a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain Campbell, will be despatched as above on or about the 11th September.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 22nd August, 1899. [1065a

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENVENUE,"

Captain Potter, will be despatched as above on or about the 15th September.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 22nd August, 1899. [1066a

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY,"

Captain C. de La Perrelle, will be despatched for the above Port, on or about the 5th October.

For Freight, apply to
SHEWAN, TOMES & Co.,
[illegible]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOOCHOW.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above on MONDAY, the 28th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd August, 1899. [1071a

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"GHAZEE,"

will be despatched for the above port on or about the 29th instant.

S.S. "ARGYLL" will sail about the 15th September.
S.S. "JOHN SANDERSON" } At Intervals
S.S. "AFGHANISTAN" ..... } of 2 weeks.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 23rd August, 1899. [908a

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayston, will be despatched as above on SUNDAY, the 3rd September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th August, 1899. [1075a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"CHINGWO,"

H. Harris, Commander, will be despatched as above on or about the 5th September.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 17th August, 1899. [976a

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 21st August, 1899. [4

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PREUSSEN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 29th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 29th instant, and THURSDAY, the 31st instant, at 9.30 A.M.

All Claims must reach us before the 8th September, or they will not be recognized.

Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected.

MELCHERS & Co.,
Agents.
Hongkong, 22nd August, 1899. [1043a

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"AMERICA MARU,"

are hereby notified that their Goods are at their risk being discharged into Lighters and or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 31st instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN-BUREN,
Agent.
Hongkong, 24th August, 1899. [1310

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 26th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Manager.
Hongkong, 24th August, 1899. [1076a

To be Let.

TO LET.

HOUSE No. 1, Duddell Street.
One Small GODOWN in Duddell Street.
HOUSE No. 57, Praya Grande, Macau.
Apply to
BELILIOS & CO.
Hongkong, 23rd August, 1899. [1073a

FOR SALE or TO LET.

21, Caine Road, "KINGSCLERE" a Large Family House suitable for a Club or Boarding-House.

Apply to
BELILIOS & CO.
Hongkong, 23rd August, 1899. [1074a

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, lately the IMPERIAL BANK OF CHINA).

Apply to
Compradore Office,
E. C. HOCHAPFEL,
Hongkong, 23rd March, 1899. [398a

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.)

PROPERTY lately occupied by the Bowrington Saw Mills.

GROUND FLOOR, 52, PEEL STREET.

OFFICES:—1st floor, No. 10, PRAYA CENTRAL (Lately occupied by Messrs. MELCHERS & Co.)

"HARFORD." MAGAZINE GAP.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 22nd August, 1899. [12

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

"H,"
c/o of this Office.
Hongkong, 17th May, 1899. [664a

Hotel.

WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM,
Proprietor & Manager.
Hongkong, 20th April, 1899. [1a

Intimations.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It posseses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/9 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government, Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [96

F. CAZANOVE,
BORDEAUX.



GOLD MEDALS
Bordeaux, 1882. Paris, 1889.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

This ELIXIR is employed with success to restore the FORCES of the STOMACH and FACILITATES the DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN.
MOKA-KINA of Dr. GOLE.
CREME DE MANDARINE.
AVELINE ANISETTE SUPERFINE.

Apply to
LAENDLER & Co., Paris.

SERRAVALLO'S
FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an
EXQUISITE TASTE.

Sole Agents for Hongkong—
A. S. WATSON & Co.
Hongkong, 1st September, 1896. [37

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld.; DUNLOP TYRES'S BICYCLES—PRICE...$160.
A special reliable Watch made for this Climate.
Quality A.....$16
Quality B.....$12
No. 1, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office
21]

THE LEADING CATERERS,

COMPARE OUR
MENU, BILLIARD TABLES and LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [19

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
Mitsui Bussan Kaisha, Ltd.
F. E. HAASE,
Manager.
Hongkong, 29th August, 1899.

Intimations.

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39

THE MUTUAL STORES
(SUB AGENTS LIPTON LIMITED),
28, 29 & 30, PottingER STREET, HONGKONG.

JUST ARRIVED.

"SILVER SHIELD" BRAND
OF
AMERICAN CANNED FRUIT.

EQUAL TO ANYTHING THAT HAS EVER BEEN PUT ON THE MARKET.

CARBOLINEUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1896. [19

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [42

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR, OF ICE HOUSE, IN *Ice House Road.*

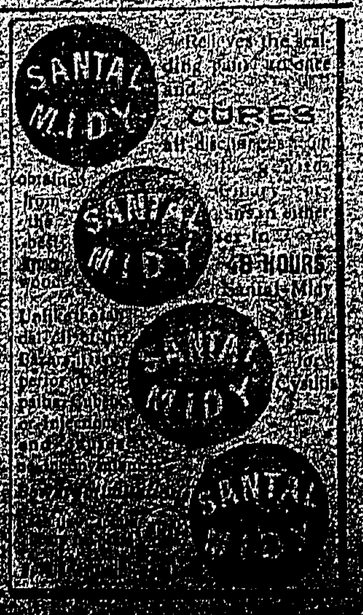
IS now in a position, in his New and Commodious Premises, to eclipse as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.
Hongkong, 22nd September, 1898. [45

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

"JEYES' FLUID"
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 1st March, 1897. [1



CURES
48 HOURS